

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY

GOVERNING BOARD

REGULAR MEETING AGENDA

JUNE 22, 2007

9:30 a.m.

South Florida Regional Transportation Authority
Board Room

800 NW 33rd Street

Suite 100

Pompano Beach, FL 33064

SFRTA BOARD MEETINGS ARE SCHEDULED ON THE FOURTH FRIDAY OF EACH MONTH AT 9:30 A.M. FOR FURTHER INFORMATION CALL (954)942-RAIL (7245). TIME OF MEETINGS SUBJECT TO CHANGE.

SFRTA Board Members

Commissioner Bruno Barreiro, Chair
James A. Cummings
Mayor Josephus Eggelletion, Vice-Chair

Marie Horenburger
Neisen Kasdin
Commissioner Jeff Koons

John Martinez
George Morgan, Jr.
Bill T. Smith

Executive Director

Joseph Giulietti

GOVERNING BOARD REGULAR MEETING
OF JUNE 22, 2007

The meeting will convene at 9:30 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

MATTERS BY THE PUBLIC – Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

[C1. MOTION TO APPROVE:](#) Minutes of Governing Board’s Regular Meeting of May 25, 2007.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

[R1. MOTION TO APPROVE:](#) Agreement No.07-723 between the South Florida Regional Transportation Authority and Watson Rice, LLP, for Auditing Services for a period of three (3) years with two (2) one (1) year options, in the lump sum amount of \$83,302 for year one, \$86,217 for year two, and \$89,235 for year three.

Department: Finance & Information Technology
Project Manager: Laura Thezine

Department Director: Edward Woods
Procurement Director: Chris Bross

R2. MOTION TO APPROVE: Supplemental Joint Participation Agreement Nos. 1 and 2, between the South Florida Transportation Authority and the Florida Department of Transportation in the amounts of \$248,850 and \$16,852,000, respectively, for operations.

Department: Finance & Information & Technology
Project Manager: Elizabeth Walter

Department Director: Edward Woods
Procurement Director: Christopher Bross

R3. MOTION TO APPROVE: Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and Palm Beach County in the amount of \$4,366,950 for Operating Funds and \$2,670,000 for Additional Contribution. This Agreement commences July 1, 2007, and ends June 30, 2008 (Exhibit 1).

Department: Finance & Information & Technology
Project Manager: Elizabeth Walter

Department Director: Edward Woods
Procurement Director: Christopher Bross

R4. MOTION TO APPROVE: Supplemental Joint Participation Agreement (JPA) No.3, between the South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT), for the second year funding for the SFRTA to manage, maintain, inspect, direct and control all railroad operations over the New River Bridge Corridor, increasing the amount of the existing JPA by \$1,300,000, for a revised total JPA amount of \$3,126,000.

Department: Operations
Project Manager: Bradley Barkman

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

R5. MOTION TO APPROVE Second Amendment to Agreement No. 05-107, between the South Florida Regional Transportation Authority and the South Florida Education Center Transportation Management Association (SFEC TMA) for Feeder Bus Transportation Services. Under the Agreement, SFRTA will provide 50% of the operating funds for the SFEC TMA's route, in the maximum not-to-exceed amount of \$95,000 for Fiscal Year 2008.

Department: Operations
Project Manager: James De Vaughn

Department Director: Bradley Barkman
Contracts Director: Christopher Bross

R6. MOTION TO APPROVE Second Amendment to Agreement No. 05-106, between the South Florida Regional Transportation Authority and the Downtown Fort Lauderdale Transportation Management Association (DTFL TMA) for Feeder Bus Transportation Services. Under the Agreement, SFRTA will provide 50% of the operating funds for the Downtown Ft. Lauderdale TMA route, in the maximum not-to-exceed amount of \$45,000 for Fiscal Year 2008.

Department: Operations
Project Manager: James De Vaughn

Department Director: Bradley Barkman
Contracts Director: Christopher Bross

R7. MOTION TO APPROVE Agreement No. 07-516 between the South Florida Regional Transportation Authority and _____ TBD _____ for General Counsel Legal Services, for an initial term of three (3) years, in the lump sum amount of \$ _____ TBD _____, with two (2) additional one (1) year option periods.

Department: Executive
Project Manager: Diane Hernandez Del Calvo

Department Director: Joseph Giulietti
Procurement Director: Christopher Bross

[R8. MOTION TO ELECT:](#) SFRTA Chair and Vice-Chair for Fiscal Year 2007-08.

Department: N/A
Project Manager: N/A

Department Director: N/A
Contracts Director: N/A

COMMITTEE REPORTS / MINUTES

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. [PROPERTY COMMITTEE](#)
- B. [CONSTRUCTION OVERSIGHT COMMITTEE](#)
- C. [PLANNING TECHNICAL ADVISORY COMMITTEE](#)
- D. [MARKETING COMMITTEE](#)
- E. [OPERATIONS TECHNICAL COMMITTEE](#)
- F. CITIZENS ADVISORY COMMITTEE
- G. AUDIT COMMITTEE
- H. LEGISLATIVE COMMITTEE
- I. ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- I-1 [PRESENTATION](#) – Presentations From Shortlisted Firms For RFP 07-516 “General Counsel Legal Services”
- I-2- [INFORMATION](#) - Central Palm Beach County Transportation Corridor Study
- I-3- [INFORMATION](#) - Tri-Rail Station Location Criteria
- I-4- [INFORMATION](#) - Tri-Rail Station Parking and Circulation Study

MONTHLY REPORTS

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. [ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS](#) – May
- B. [RIDERSHIP GRAPHS](#) – May
- C. [ON-TIME PERFORMANCE GRAPHS](#) – May
- D. [MARKETING MONTHLY SUMMARY](#) – May
- E. [BUDGETED INCOME STATEMENT](#) – May

- F. [PAYMENTS OVER \\$2,500.00](#) – May
- G. [REVENUE AND FARE EVASION REPORTS](#) – May
- H. [SOLICITATION SCHEDULE](#) – May
- I. [CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY](#)
- May
- J. [CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE](#) – May
- K. [PROPERTY COMMITTEE – PROJECT SCHEDULE](#) - Current

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

BOARD MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, [Florida Statutes](#), persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Governing Board of the South Florida Regional Transportation Authority with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD REGULAR MEETING
OF MAY 25, 2007

The regular Meeting of the South Florida Regional Transportation Authority Governing Board was held at 9:30 a.m. on Friday, May 25, 2007 in the South Florida Regional Transportation Authority Board Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

BOARD MEMBERS PRESENT:

Bruno Barreiro, Chair - Miami-Dade County Commissioner
 James A. Cummings, Citizen Representative, Broward County
 Mayor Josephus Eggelletion, Jr., Vice Chair - Broward County Commissioner
 Marie Horenburger, Citizen Representative, Palm Beach County – arrived at 9:37 a.m.
 Neisen Kasdin, Citizens Representative, Miami-Dade County
 Jeff Koons, Palm Beach County Commissioner
 George Morgan, Governor's Appointee – *via teleconference*
 Bill T. Smith, Governor's Appointee

BOARD MEMBERS ABSENT:

John Martinez, District Secretary, Florida Department of Transportation

ALSO PRESENT:

Joseph Giulietti, Executive Director, SFRTA
 Jack Stephens, Deputy Executive Director, SFRTA
 Bonnie Arnold, Director of Marketing, SFRTA
 Brad Barkman, Director of Operations, SFRTA
 Chris Bross, Director of Procurement, SFRTA
 Diane Hernandez Del Calvo, Director of Administration, SFRTA
 Mary Jane Lear, Director of Human Resources, SFRTA
 Renee Matthews, Special Projects Manager, SFRTA
 Dan Mazza, Director of Engineering and Construction, SFRTA
 Teresa Moore, General Counsel, SFRTA
 Jeffrey Olson, Staff Counsel, SFRTA
 Edward Woods, Director of Finance & IT, SFRTA
 Sandra Thompson, Executive Administrative Coordinator, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 9:35 a.m.

ROLL CALL

The Chair requested a roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

ADDITIONS:

Mr. Joseph Giulietti announced that the Exhibits have been added under Agenda Item R3. **MOTION TO APPROVE:** The Interlocal Agreements with the South Florida and Treasure Coast Planning Councils.

A. **EXHIBIT 1**

Interlocal Agreement between SFRTA and South Florida Regional Planning Council.

B. **EXHIBIT 2**

Interlocal Agreement between SFRTA and Treasure Coast Regional Planning Council.

REVISIONS:

K. Property Committee Project Schedule- Revised

Board Member Jim Cummings moved to approve the Agenda as amended. The motion was seconded by Board Member Bill Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

MATTERS BY THE PUBLIC

Mr. Dan Glickman of Deerfield Beach, Florida addressed the Board. Mr. Glickman stated a score card on regional SFRTA projects. He noted that there is a lack of enthusiasm and participation for regional transportation projects.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Board Member, however, that item may be removed from the Consent Agenda and considered separately.

C1. MOTION TO APPROVE: Minutes of Governing Board Regular Meeting of April 27, 2007.

Board Member Jim Cummings moved for approval of the Consent Agenda. The motion was seconded by Board Member Marie Horenburger.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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- R1. MOTION TO APPROVE: Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and Broward County in the amount of \$4,366,950 for Operating Funds, \$2,670,000 for Additional Contribution and \$624,483 for reimbursement for feeder service expense. This Agreement commences July 1, 2007 and ends June 30, 2008 (Exhibit 1).

Board Member Jim Cummings moved for approval. The motion was seconded by Mayor Josephus Eggleston.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

- R2. MOTION TO APPROVE: Amendment to the South Florida Regional Transportation Authority (SFRTA) FY 2006-2007 Operating Budget, increasing Train Operations by \$440,000. The total Budget for FY 2006-2007 increases to \$50,225,460 (see Exhibit 1).

Board Member Marie Horenburger moved for approval. The motion was seconded by Board Member Jim Cummings.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

- R3. A. MOTION TO APPROVE: Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the South Florida Regional Planning Council (SFRPC) for professional services relating to transit-oriented development, land use and station planning support services.
- B. MOTION TO APPROVE: Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and the Treasure Coast Regional Planning

Council (TCRPC) for professional services relating to transit-oriented development, land use and station planning support services.

Board Member Marie Horenburger moved for approval of “A” and “B”. The motion was seconded by Board Member Jim Cummings.

Board Member Smith expressed his concerns about entering into these contracts for the next three years and it is premature to commit the SFRTA Board when the SFRTA Board Strategic Planning Session is scheduled for July. Board Member Smith also commented that the major employers concerns are not being considered. He stated that he will support this item with concerns on how to approach the planning.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R4. MOTION TO APPROVE: Joint Participation Agreement (JPA), FM #422517-1-94-01 Contract # AOR24 between the South Florida Regional Transportation Authority (SFRTA) and the State of Florida Department of Transportation (FDOT) for Transportation Regional Incentive Program (TRIP) funds, in the amount of \$182,000 for final design of pedestrian/ADA improvements at the 79th Street Tri-Rail/Metrorail Transfer Station.

Board Member Jim Cummings moved for approval. The motion was seconded by Board Member Marie Horenburger.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

R5. MOTION TO APPROVE: South Florida Regional Transportation Authority (SFRTA) Governing Board Resolution No. 07-04 in support of Palm Beach County’s Transit-Oriented Development (TOD) Concurrency Amendment to its Comprehensive Plan for TOD Projects and Planning at the Boca Raton Tri-Rail Station and other Tri-Rail Stations in Palm Beach County.

Board Member Jim Cummings moved for approval. The motion was seconded by Board Member Marie Horenburger.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

- R6. MOTION TO APPROVE: South Florida Regional Transportation Authority (SFRTA) Governing Board Resolution No. 07-05 in support of the City of Boca Raton efforts to establish a Multimodal Transportation District (MMTD).

Board Member Jim Cummings moved for approval. The motion was seconded by Board Member Marie Horenburger.

Mr. Giulietti introduced Mr. Carmen Annunziato, Planning and Zoning Director of the City of Boca Raton.

Mr. Annunziato addressed the Board and gave a presentation of the Multimodal Transportation District (MMTD).

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

- R7. A. MOTION TO APPROVE: Terminating lease negotiations with Don King (DK) Arena.

- B. MOTION TO DIRECT: Staff to request a dedication of the seven acres currently used for parking at the Mangonia Park Tri-Rail Station.

Commissioner Jeff Koons moved for approval of “A” and “B”. The motion was seconded by Board Member Marie Horenburger.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.

COMMITTEE REPORTS / MINUTES

Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

A. PROPERTY COMMITTEE

Board Member Marie Horenburger commented that minutes of the last Property Committee meeting were missing from the reports.

Mr. Giulietti responded that scheduling of the Property Committee meetings and preparation of the minutes is being adjusted.

Board Member Morgan, Chair of the Property Committee stated the Committee will meet one week prior to the Board Meeting.

Board Member Cummings summarized on the Cypress Creek property development issue.

Board Member Morgan commented on the original parking requirement and latitude on the use of the property.

Mr. James Wolfe, District Secretary, FDOT addressed the Board. Mr. Wolfe concurred with Board Members Cummings' and Morgan's comments. SFRTA/Tri-Rail is not a party to the original lease agreement. The property was funded with federal monies. FDOT had to justify the purchase of the property based on parking studies. Spaces for the Tri-Rail station were part those studies. FDOT has an obligation to the Federal Highway to utilize parking on this site otherwise the money would have to be refunded to them. The pedestrian overpass requirement arose between FDOT and the lessee. FDOT recognizes the provision of parking spaces for Tri-Rail use and potential construction of the overpass are items of concern, interest and value to SFRTA. The lessee has requested revisions to the parking and overpass requirements. FDOT is in support of the SFRTA decisions and FDOT will strive to protect SFRTA's interests.

Board Member Morgan stated that a property appraisal has been ordered and the Committee will then have a better idea of the best interest for the SFRTA.

Mr. Justin Sayfie, of Blosser and Sayfie, attorney for Cypress Creek Partners, LLC, addressed the Board. He stated that his client is grateful to the Committee for ordering the appraisal. Mr. Sayfie referred to a study done for Tri-Rail in March 2007 on station parking utilization. The study showed that the Cypress Creek utilization was the lowest at 16%. He stated that Cypress Creek Partners is offering to provide an amenity to increase parking utilization. There is a business opportunity and a need to serve the Tri-Rail ridership and Cypress Creek Partners wants to be a partner with SFRTA to help provide a win-win solution for all parties involved.

Board Member Morgan encouraged all interested parties to attend the next Property Committee Meeting.

Board Member Morgan signed off at 11:20 a.m.

- B. CONSTRUCTION OVERSIGHT COMMITTEE
- C. PLANNING TECHNICAL ADVISORY COMMITTEE
- D. MARKETING COMMITTEE
- E. OPERATIONS TECHNICAL COMMITTEE
- F. CITIZENS ADVISORY COMMITTEE
- G. AUDIT COMMITTEE

H. LEGISLATIVE COMMITTEE

Board Member Cummings stated his concern regarding the \$2 initiative. He referred to Statute 212.06.06 that was initiated in July 2005 and stated that there is a \$2 surcharge fee on rental cars that will sunset in the next year and the surcharge fees collected will revert to the district FDOT. Mr. Cummings inquired as to why the legislative consultants did not try to pursue these funds to shift to SFRTA? He also asked what FDOT is going to do with these funds.

Board Member Kasdin exited at 11:21 a.m.

Mayor Eggelletion clarified that the intent of the fund goes away at the end of FY 2008 and stated that the SFRTA has a year-long fight ahead to obtain these funds. If SFRTA can write proviso language into this statute, the Governor could not veto it.

Board Member Cummings stated that the SFRTA consultants need guidance since this is a critical issue to all three counties, and requested a comment from Jim Wolfe.

Mr. Wolfe commented that it is essential that local transit systems have local funding support and that includes SFRTA. The historical funding system of the SFRTA is by state funds which need to be replaced. To replace it, it needs some sort of a source. The \$2 rental car surcharge is an opportunity for replacement, but the proposed Bill relieved the counties of their contributions and is silent on relieving the State on their contributions for operations and maintenance. The counties need to continue to support financially the SFRTA. Ultimately, FDOT needs to phase out operations and maintenance support. This phase out will not be done until a local funding source is obtained.

Mayor Eggelletion exited at 11:45 a.m.

Commissioner Koons invited the Secretary of Transportation to attend the SFRTA Strategic Planning Session. This would facilitate long range planning.

Mr. Wolfe stated that a SFRTA and FDOT should come to a policy agreement that looks to the future and phase out the FDOT operating subsidy.

The Chair stated FDOT can help make a funding source happen and the SFRTA can operate independently and the counties will assist with funding.

Board Member Cummings stated that these negotiations need to come to a clear understanding and to be put in writing. There is nothing personal in the negotiations, strictly business.

Mr. Wolfe stated that Commissioner Koons and Joe Giulietti had met with the Secretary. He explained that their meetings dealt with the May 11, 2007 letter regarding withdrawing maintenance and operation of the corridor. He stated that the Secretary was personally offended by the letter. He further stated that he had been made aware that although the letter was signed by Mr. Giulietti, the letter had been drafted by SFRTA's legal counsel.

Mr. Giulietti responded that the letter is specific in addressing issues regarding negotiations with CSXT and not about the SFRTA and FDOT relationship. This is a sincere letter asking the FDOT for support in the negotiations.

Board Member Bill Smith exited at 12:00 p.m.

I. ADVISORY COMMITTEE FOR PERSONS WITH DISABILITIES

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

I-1- INFORMATION - Boca Raton Tri-Rail Station Phase II Joint Development Project

MONTHLY REPORTS
Action not required, provided for information purposes only. If discussion is desired by any Board Member, however, that item may be considered separately.

- A. ENGINEERING & CONSTRUCTION MONTHLY PROGRESS REPORTS – April
- B. RIDERSHIP GRAPHS – April
- C. ON-TIME PERFORMANCE GRAPHS – April
- D. MARKETING MONTHLY SUMMARY – April
- E. BUDGETED INCOME STATEMENT – April
- F. PAYMENTS OVER \$2,500.00 – April
- G. REVENUE AND FARE EVASION REPORTS - April
- H. SOLICITATION SCHEDULE – April
- I. CONTRACT ACTIONS EXECUTED UNDER THE EXECUTIVE DIRECTOR'S AUTHORITY - April
- J. CONTRACT ACTIONS EXECUTED UNDER THE CONSTRUCTION OVERSIGHT COMMITTEE – April
- K. PROPERTY COMMITTEE – PROJECT SCHEDULE - April

OTHER BUSINESS

EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti announced that the SFRTA Procurement Department received the Florida Association of Public Purchasing Officers 2007 Award for Excellence in Public Procurement. Mr. Chris Bross and the SFRTA Procurement Department are to be commended.

Mr. Giulietti announced that the Double Tracking is completed. All claims and costs have been paid and finalized. On June 4th the SFRTA/Tri-Rail will begin running 50 trains a day. This is a tremendous accomplishment in SFRTA history in meeting the public agenda. As of April 2007, the SFRTA has performed for a full year with a 33.3% increase in ridership.

LEGAL COUNSEL COMMENTS

CHAIR COMMENTS

The Chair announces that the next meeting will be June 22, 2007 and a vote will be taken for the July meeting.

BOARD MEMBER COMMENTS

Commissioner Koons announced there are reproductions to the property tax roll back and creating substantial budget problems for the county. Palm Beach County can not expand Palm Tran Services. The service will stay the same. The three counties are committed to the increase service of SFRTA and in going forward it would be helpful if the counties can write a letter in committing matching funds.

ADJOURNMENT

There being no further business, the meeting adjourned at 12:08 p.m.

AGENDA ITEM NO.

AGENDA ITEM REPORT

AGREEMENT NO.07-723
WATSON RICE, LLP
FOR AUDITING SERVICES

MOTION TO APPROVE: Agreement No.07-723 between the South Florida Regional Transportation Authority and Watson Rice, LLP, for Auditing Services for a period of three (3) years with two (2) one (1) year options, in the lump sum amount of \$83,302 for year one, \$86,217 for year two, and \$89,235 for year three.

Staff recommends approval of a contract with Watson Rice, LLP to provide Auditing Services to South Florida Regional Transportation Authority for a period of three (3) years with two (2) one (1) year options at a cost of \$258,754 for the initial three years.

Department Director: Edward T. Woods
Procurement Director: Christopher Bross

EXHIBITS ATTACHED:

Exhibit 1 -	Agreement No. 07-723
Exhibit 2 -	Evaluation and Selection Committee's Recommendation for Award

AGREEMENT NO.07-723
WATSON RICE, LLP
FOR AUDITING SERVICES

SUMMARY EXPLANATION AND BACKGROUNG (Continued)

A request for Proposal (RFP) was publicly advertised in three local newspapers on May 6, 2007: the Palm Beach Post, Sun-Sentinel, and Diario Las Americas. Advertisement was also placed in the Florida Administrative Weekly on May 11, 2007. Advance notice was sent to ten (10) firms. Six (6) firms purchased the RFP document and three (3) proposals were received on May 30, 2007. The proposals were submitted by:

- Harvey Covington & Thomas
- S. Davis & Associates, PA
- Watson Rice, LLP

After the Evaluation and Selection Committee's individual review of the proposals, the Committee met on June 18, 2007 to complete the evaluation. The evaluation and selection was performed in accordance with the criteria listed in Exhibit 1 of the RFP. Watson Rice, LLP received the highest average score from the four members of the Evaluation and Selection Committee.

AGREEMENT NO.07-723
WATSON RICE, LLP
FOR AUDITING SERVICES

Recommended by: C. T. Woods 6-18-07 Approved by: CLB 6/19/07
Department Director Date Contracts Director Date

Authorized by: Joseph G. Gubuffi 6/18/07 Approved as to Form by: _____
Executive Director Date General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Bruno Barreiro	____ Yes ____ No	Commissioner Jeff Koons	____ Yes ____ No
James A. Cummings	____ Yes ____ No	John Martinez	____ Yes ____ No
Marie Horenburger	____ Yes ____ No	George A. Morgan, Jr.	____ Yes ____ No
Neisen Kasdin	____ Yes ____ No	Mayor Josephus Eggelletion	____ Yes ____ No
		Bill T. Smith	____ Yes ____ No

Tracking No. _____
 Page 3

AGENDA ITEM NO.

AGREEMENT NO.07-723
WATSON RICE LLP
FOR AUDITING SERVICES

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form _____ 6/18/07
 General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Mayor Josephus Eggelation _____ Yes _____ No

Bill T. Smith _____ Yes _____ No



AGREEMENT NO. 07-723

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION
AUTHORITY

AND

WATSON RICE, LLP

FOR

PROFESSIONAL AUDITING SERVICES

AGREEMENT NO. 07-723

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

WATSON RICE, LLP

FOR

PROFESSIONAL AUDITING SERVICES

This is an Agreement, by and between SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, hereinafter referred to as “SFRTA”,

AND

WATSON RICE, LLP, a Florida corporation, authorized to and doing business in the State of Florida, hereinafter referred to as “CONTRACTOR”.

DEFINITIONS

For the purposes of this Agreement and the various covenants, conditions, terms, and provisions which follow, the definitions and identifications set forth below are assumed to be true and correct and are agreed upon by the parties.

- a. Board. The Board and governing body of the SFRTA, created pursuant to Chapter 343, Florida Statutes (2003).
- b. Contract Administrator. The Executive Director for SFRTA or appointed designee. In the administration of this Agreement, all parties may rely upon the instructions or determinations made by the Contract Administrator.
- c. Contractor. The Contractor selected to perform the services pursuant to this Agreement is Watson Rice, LLP.
- d. Project. Providing all services described in the Contract Documents.
- e. Project Manager. A person supplied by SFRTA and the single point of contact for Contractor with SFRTA.

PREAMBLE

In order to establish the background, context, and frame of reference for this Agreement and to generally express the objectives and intentions of the respective parties herein, the following statements, representations, and explanations shall be accepted as predicated for the undertakings and commitments included within the provisions which follow and may be relied upon by the parties as essential elements of the mutual consideration upon which this Agreement is based.

- A Request for Proposal was advertised by SFRTA as RFP No. 07-723, for PROFESSIONAL AUDITING SERVICES, and CONTRACTOR was determined to be the most qualified responsive and responsible respondent.

CONTRACTOR covenants and agrees to perform all obligations of CONTRACTOR set forth in this Agreement and in the documents listed below, which documents are incorporated herein by reference and which documents together with this Agreement are hereinafter called "Contract Documents".

RFP Requirements and Instructions to Contractors
General Terms and Conditions
Special Terms and Conditions
Scope of Work
Definition of Terms
Advertisement
All Exhibits and Attachments
Addendum No. 1 and 2
Contractor's Proposal
Proposal Form
Price Proposal Form
Contractor's Qualification Certification
Key Employee Certification
DBE Participation Schedule
Drugfree Workplace Certification
Debarment & Suspension Certification
Certification of Restriction on Lobbying
Truth in Negotiation Certificate
Declaration of Non-Collusion Certification
Schedule of Subcontractors
Intent to Perform as a Subcontractor
Certificate of Disbursement of Previous Periodic Payment to Subcontractors
Subcontractors Certificate of Previous Payment
Monthly Subcontractor Utilization Report
Monthly Employee Utilization Report

TERM

The Agreement shall commence upon execution by all parties and shall be for an initial period of three (3) years starting upon SFRTA's issuance of a Notice to Proceed. SFRTA shall have the sole option of extending the term for two (2) additional one (1) year option periods.

COMPENSATION

SFRTA agrees to pay the CONTRACTOR compensation as specified in the CONTRACT DOCUMENTS the firm fixed price of \$83,302 for year one, \$86,217 for year two and \$89,235 for year three. The total firm fixed price amount for the initial three (3) year period is Two Hundred Fifty Eight, Seven Hundred Fifty Four dollars (\$258,754).

ADDRESSES

CONTRACTOR:

Watson Rice, LLP
101 NE Third Avenue, Suite 1500
Fort Lauderdale, FL 33301

Attn: Ronald Thompkins

SFRTA:

South Florida Regional Transportation Authority
800 NW 33 Street, Suite 100
Pompano Beach, FL 33064

Attn: Laura Thezine

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective date under each signature: _____, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2007.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER BRUNO BARREIRO, CHAIR

(SFRTA SEAL)

_____ DAY OF _____, 2007

Approved as to form by:

CHRIS BROSS, Director
Procurement

GREENBERG TRAURIG, P.A.
General Counsel, SFRTA

ATTEST:

(CONTRACTOR NAME)

WITNESS

PRESIDENT OR VICE-PRESIDENT

(Corporate Seal)

_____ DAY OF _____, 2007

Date: June 18, 2007
To: Joseph Giulietti, Executive Director
From: Evaluation and Selection Committee
Subject: RFP 07-723 for Professional Auditing Services

The purpose of this memorandum is to present to the Executive Director for approval Watson Rice, LLP as the Evaluation and Selection Committee's highest ranked firm for the subject solicitation. Upon the Executive Director's concurrence with the Evaluation and Selection Committee's results, this recommendation shall be presented to the SFRTA Governing Board for approval.

Nature of Procurement

SFRTA is seeking a Certified Public Accounting Firm to audit the financial statements of SFRTA. The Contractor will perform audits for the fiscal years ending June 30, 2007, June 30, 2008, and June 30, 2009, with the option of auditing SFRTA's financial statements for the next two subsequent years. The term of the agreement will be three (3) years with SFRTA's option of extending the term for two (2) one (1) year periods.

Procurement History

A request for Proposal (RFP) was publicly advertised in three local newspapers on May 6, 2007: the Palm Beach Post, Sun-Sentinel, and Diario Las Americas. Advertisement was also placed in the Florida Administrative Weekly on May 11, 2007. Advance notice was sent to ten (10) firms. Six (6) firms purchased the RFP document and three (3) proposals were received on May 30, 2007. The proposals were submitted by:

- Harvey Covington & Thomas
- S. Davis & Associates, PA
- Watson Rice LLP

An Evaluation and Selection Committee was established by the SFRTA Governing Board at the January 26, 2007 meeting and consisted of the following members:

Edward T. Woods Jr., CPA - Director of Finance and Administration
Laura Thezine, CPA - Accounting Manager
Elizabeth Walter - Budget and Grants Manager
Joseph Khouzami - Accountant

After the Evaluation and Selection Committee's individual review of the proposals, the Committee met on June 18, 2007 to perform the evaluation. The evaluation and selection was conducted in accordance with the criteria listed in the RFP:

1. The Firm (Maximum 40 points)
2. Personnel (Maximum 20 points)
3. Audit Approach (Maximum 20 points)
4. Proposed Cost (Maximum 20 points)

Analysis

Watson Rice, LLP received the highest scores from the four members of the Evaluation and Selection Committee for the following reasons:

1. Experience with other similar organizations such as Miami-Dade Transit; Miami-Dade Expressway Authority; Miami-Dade Aviation Department.
2. Experienced staff – i.e. Engagement Partner is a former member of the Board of Directors of the American Institute of Certified Public Accountants (AICPA); CPA staff has extensive governmental and Transit audit experience.
3. Identified specific procedures- Audit Plan is specific and relevant to the SFRTA reporting requirements such as the NTD report and application of Paperless Audit Methodology.
4. Size of organization- 135 total – 128 in Governmental Audit Staff – 9 Staff assigned to the SFRTA's Audit
5. Organization established 36 years ago and offices are located in Miami, FL; Fort-Lauderdale, FL; Tallahassee, FL; New York, NY; Rutherford, NJ; Washington, DC; Cleveland, OH.
6. Prior transit experience- Miami-Dade Transit; Miami-Dade Expressway Authority; Miami-Dade Aviation Department; New York City Transit .

Determination

For the reasons set forth above, the Evaluation and Selection Committee has determined that RFP 07-723 for Professional Auditing Services should be awarded to Watson Rice, LLP.

Approved by:



Edward T. Woods, Director of
Finance Administration



Chris Bross, Director
Procurement

I concur with the Evaluation and Selection Subcommittee's recommendation:



Joseph Giulietti
Executive Director

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular

JOINT PARTICIPATION AGREEMENT
OPERATIONS FUNDING
FOR FISCAL YEAR 2007-2008

REQUESTED ACTION:

MOTION TO APPROVE: Supplemental Joint Participation Agreement Nos. 1 and 2, between the South Florida Transportation Authority and the Florida Department of Transportation in the amounts of \$248,850 and \$16,852,000, respectively, for operations.

SUMMARY EXPLANATION AND BACKGROUND:

These Supplemental Joint Participation Agreements (JPAs) fund a portion of the Fiscal Year 2007-2008 Operating Budget that was approved at the April 27, 2007, Governing Board Meeting. The total funding consists of \$13,100,850 in state funding and a \$4,000,000 pass-through from the Federal Highway Administration, for a total of \$17,100,850.

Department: Finance & Information & Technology
Project Manager: Elizabeth Walter

Department Director: Edward Woods
Procurement Director: Christopher Bross

FISCAL IMPACT: This Agreement will fund \$17,100,850 of the SFRTA Fiscal Year 2007-2008 Operating Budget.

EXHIBITS ATTACHED: Exhibit 1 - Supplemental No. 1 to FDOT Operating JPA No. 3.
Exhibit 2 - Supplemental No. 2 to FDOT Operating JPA No. 3.
Exhibit 3 - Backup to Supplemental No. 2.

JOINT PARTICIPATION AGREEMENT
OPERATIONS FUNDING
FOR FISCAL YEAR 2007-2008

Recommended by: E Woods 6-8-07
Department Director Date

Approved by: N/A
Procurement Director Date

Authorized by: [Signature] 6-8-07
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No
James A. Cummings _____ Yes _____ No
Marie Horenburger _____ Yes _____ No
Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No
John Martinez _____ Yes _____ No
George A. Morgan, Jr. _____ Yes _____ No
Mayor Josephus Eggelletion _____ Yes _____ No
Bill T. Smith _____ Yes _____ No

Tracking No. _____

AGENDA ITEM NO.

Page two

JOINT PARTICIPATION AGREEMENT (JPA)
OPERATIONS FUNDING
FOR FISCAL YEAR 2007-2008

Recommended by: _____
Department Director Date

Approved by: _____
Procurement Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by: [Signature] Date: 6/6/04
General Counsel

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin Yes No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez Yes No

George A. Morgan, Jr. Yes No

Mayor Josephus Eggelation _____ Yes _____ No

Bul T. Smith Yes _____ No _____

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC TRANSPORTATION

SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT
Number 1725-030-07
PUBLIC TRANSPORTATION
04/07
Page 1 of 4

Financial Project No.: <u>23681618401</u> <small>(item-segment-phase-sequence)</small>	Fund: <u>DS</u>	FLAIR Approp.: <u>088808</u>
Contract No.: <u>AOH38</u>	Function: <u>683</u>	FLAIR Obj.: <u>750097</u>
	Federal No.: _____	Org. Code: <u>55042010432</u>
	DUNS No.: <u>80-939-7102</u>	Vendor No.: <u>650002789003</u>
Catalog of Federal Domestic Assistance Number: <u>20.205</u>	Catalog of State Financial Assistance Number: <u>55018</u>	

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100 Pompano Beach, Florida 33064
hereinafter referred to as Agency.

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 23rd day of June, 2006, entered into a Joint Participation Agreement; and

WHEREAS, the Agency desires to accomplish certain project items as outlined in the Attachment "A" appended hereto; and

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of \$16,725,850.00.

NOW, THEREFORE THIS INDENTURE WITNESSETH: that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Joint Participation Agreement is to be amended and supplemented as follows:

1.00 Project Description: The project description is amended

to add current year funds alleviating FY 2007/2008 shortfall. No change to purpose of agreement.

2.00 Project Cost:

Paragraph 3.00 of said Agreement is increased by \$248,850.00
bringing the revised total cost of the project to \$ 48,648,310.00 .

Paragraph 4.00 of said Agreement is increased by \$248,850.00
bringing the Department's revised total cost of the project to \$ 16,725,850.00 .

3.00 Amended Exhibits:

Exhibit(s) B of said Agreement is amended by Attachment "A".

4.00 Contract Time:

Paragraph 18.00 of said Agreement ,

Financial Project No. 23681618401

Contract No. AOH38

Agreement Date _____,

Except as hereby modified, amended or changed, all other terms of said Agreement dated June 23rd 2006
and any subsequent supplements shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first
above written.

AGENCY

South Florida Regional Transportation Authority
AGENCY NAME

SIGNATORY (PRINTED OR TYPED)

SIGNATURE

TITLE

FDOT

See attached Encumbrance Form for date of Funding
Approval by Comptroller

LEGAL REVIEW
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

TITLE

Financial Project No. 23681618401
Contract No. AOH38
Agreement Date _____,

ATTACHMENT "A"
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

This Attachment forms an integral part of that certain Supplemental Joint Participation Agreement between the State of Florida, Department of Transportation and South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100 Pompano Beach, Florida 33064
dated _____.

DESCRIPTION OF SUPPLEMENT (Include justification for cost change):
to add current year funds alleviating FY 2007/2008 shortfall. No change to purpose of agreement

I.	Project Cost:	As Approved	As Amended	Net
		\$48,399,460.00	\$48,648,310.00	\$248,850.00
	Total Project Cost	\$48,399,460.00	\$48,648,310.00	\$248,850.00
I.	Fund	As Approved	As Amended	Net
	Department:	\$16,477,000.00	\$16,725,850.00	\$248,850.00
	Agency:	\$6,999,974.00	\$6,999,974.00	\$0.00
	Broward, Palm Bch,Dade MP	\$24,922,486.00	\$24,922,486.00	\$0.00
	Total Project Cost	\$48,399,460.00	\$48,648,310.00	\$248,850.00

Comments:

III. MULTI-YEAR OR PREQUALIFIED PROJECT FUNDING

If a project is a multi-year or prequalified project subject to paragraphs 4.10 and 17.20 of this agreement, funds are programmed in the Department's Work program in the following fiscal year(s):

FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00

Project years may be advanced or deferred subject to Legislative appropriation or availability of funds.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC TRANSPORTATION**SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT
Number 2**

725-030-07

PUBLIC TRANSPORTATION

04/07

Page 1 of 4

Financial Project No.: <u>23681618401</u> <small>(item-segment-phase-sequence)</small>	Fund: <u>DS</u>	FLAIR Approp.: <u>088808</u>
Contract No.: <u>AOH38</u>	Function: <u>683</u>	FLAIR Obj.: <u>750097</u>
Catalog of Federal Domestic Assistance Number: <u>20.205</u>	Federal No.: _____	Org. Code: <u>55042010432</u>
	DUNS No.: <u>80-939-7102</u>	Vendor No.: <u>650002789003</u>
	Catalog of State Financial Assistance Number: <u>55018</u>	

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100 Pompano Beach, Florida 33064
hereinafter referred to as Agency.

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 23rd day of June, 2006, entered into a Joint Participation Agreement; and

WHEREAS, the Agency desires to accomplish certain project items as outlined in the Attachment "A" appended hereto; and

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of \$33,577,850.00.

NOW, THEREFORE THIS INDENTURE WITNESSETH: that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Joint Participation Agreement is to be amended and supplemented as follows:

1.00 Project Description: The project description is amended to provide FY 2007/2008 funding to South Florida Regional Transportation Authority (SFRTA) for operating assistance. No change to purpose of agreement.

2.00 Project Cost:

Paragraph 3.00 of said Agreement is increased by \$58,309,320.00
bringing the revised total cost of the project to \$ 106,957,630.00 .

Paragraph 4.00 of said Agreement is increased by \$16,852,000.00
bringing the Department's revised total cost of the project to \$ 33,577,850.00 .

3.00 Amended Exhibits:

Exhibit(s) B _____ of said Agreement is amended by Attachment "A".

4.00 Contract Time:

Paragraph 18.00 of said Agreement _____ , _____ .

Financial Project No. 23681618401

Contract No. AOH38

Agreement Date _____,

Except as hereby modified, amended or changed, all other terms of said Agreement dated June 23rd 2006
and any subsequent supplements shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first
above written.

AGENCY

South Florida Regional Transportation Authority

AGENCY NAME

SIGNATORY (PRINTED OR TYPED)

SIGNATURE

TITLE

FDOT

See attached Encumbrance Form for date of Funding
Approval by Comptroller

LEGAL REVIEW
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

TITLE

Financial Project No. 23681618401

Contract No. AOH38

Agreement Date _____ , _____

ATTACHMENT "A"
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

This Attachment forms an integral part of that certain Supplemental Joint Participation Agreement between the State of Florida, Department of Transportation and South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100 Pompano Beach, Florida 33064
dated _____ .

DESCRIPTION OF SUPPLEMENT (Include justification for cost change):

To provide FY 2007/2008 funding to SFRTA for operating assistance.

I.	Project Cost:	As Approved	As Amended	Net
		\$48,648,310.00	\$106,957,630.00	\$58,309,320.00
	Total Project Cost	\$48,648,310.00	\$106,957,630.00	\$58,309,320.00
I.	Fund	As Approved	As Amended	Net
	Department:	\$16,725,850.00	\$33,577,850.00	\$16,852,000.00
	Agency:	\$6,999,974.00	\$15,030,827.00	\$8,030,853.00
	Broward, Palm Bch,Dade MP	\$24,922,486.00	\$58,348,953.00	\$33,426,467.00
	Total Project Cost	\$48,648,310.00	\$106,957,630.00	\$58,309,320.00

Comments:

Attachement 'B' contains the breakdown of FY 2007/2008 Budget and Appropriations.

III. MULTI-YEAR OR PREQUALIFIED PROJECT FUNDING

If a project is a multi-year or prequalified project subject to paragraphs 4.10 and 17.20 of this agreement, funds are programmed in the Department's Work program in the following fiscal year(s):

FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00
FY	\$0.00	FY	\$0.00

Project years may be advanced or deferred subject to Legislative appropriation or availability of funds.

Attachment 'B'

**South Florida Regional Transportation Authority
FY 2007/2008 Operating Budget**

Operating Projections	Proposed Budget
Passenger Fare & Other Revenue	
Passenger Revenue	\$7,880,853
Other Revenue	\$150,000
Total Passenger Fare & Other Revenue	\$8,030,853
State and County Revenue	
FDOT-Operating JPA	\$13,100,850
FDOT-Dispatch Service JPA	\$3,062,977
FDOT-Feeder Service JPA	\$3,109,909
Federal Highway Administration	\$4,000,000
Federal Transit Administration	\$12,277,965
FTA Program Support	\$1,150,283
Miami-Dade County Operating Assistance	\$4,366,950
Broward County Operating Assistance	\$4,366,950
Palm Beach County Operating Assistance	\$4,366,950
Broward County Feeder Service Subsidy	\$624,483
Other Local Funding	\$100,000
Total State & County Revenue	\$50,527,317
Total Operating Revenue	\$58,558,170
Total Operating and Maintenance Costs	\$58,558,170

**South Florida Regional Transportation Authority
FY 2007/2008 Appropriations**

Operations	\$38,850,893
Personnel Expense	\$9,365,019
Train Fuel Contract	\$5,559,047
General & Administrative	\$2,279,139
Marketing	\$1,022,072
Professional Fees	\$1,382,000
Reserve	\$500,000
Expenditures Transferred to Capital Budget	(\$400,000)
TOTAL APPROPRIATIONS	\$58,558,170

Tracking No. _____

AGENDA ITEM NO. _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular

INTERLOCAL AGREEMENT BETWEEN
PALM BEACH COUNTY AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

REQUESTED ACTION:

MOTION TO APPROVE: Interlocal Agreement between the South Florida Regional Transportation Authority (SFRTA) and Palm Beach County in the amount of \$4,366,950 for Operating Funds and \$2,670,000 for Additional Contribution. This Agreement commences July 1, 2007, and ends June 30, 2008 (Exhibit 1).

SUMMARY EXPLANATION AND BACKGROUND:

The Florida Legislature adopted Florida Statute 343.54(2), creating the SFRTA as successor and assignee of Tri-Rail. Included in the legislation was a provision that each county served by the SFRTA shall continue to annually fund the SFRTA operation in an amount not less than \$1,565,000.

For FY 2007-2008, the SFRTA funding requirement for net operating costs is \$4,366,950 per county. The Interlocal Agreement also includes a provision for payment of the Additional Contribution of \$2,670,000 required of each of the three counties per Florida Statute 343.58(1).

The Interlocal Agreement will be presented to the Palm Beach County Commission at their October 2, 2007, Regular Meeting.

Department: Finance & Information Technology
Project Manager: Elizabeth Walter

Department Director: Edward Woods
Procurement Director: Christopher Bross

FISCAL IMPACT: Provides \$4,366,950 of Operating Funds and \$2,670,000 for Additional Contribution from Palm Beach County for FY 2007-2008.

EXHIBITS ATTACHED: Exhibit 1 – Interlocal Agreement with Palm Beach County.

Tracking No. _____
Page two

AGENDA ITEM NO.

INTERLOCAL AGREEMENT BETWEEN
PALM BEACH COUNTY AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Recommended by: E Woods 6-8-07
Department Director Date

Approved by: N/A
Contracts Director Date

Authorized by: J. Guletski 6-8-07
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Mayor Josephus Eggelletion _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Tracking No. _____
 Page two

AGENDA ITEM NO.

PALM BEACH COUNTY AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form _____
 General Counsel Date 6/6/07

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No
 James A. Cummings Yes No
 Marie Horenburger Yes No
 Neisen Kasdin Yes No

Commissioner Jeff Koons Yes No
 John Martinez Yes No
 George A. Morgan, Jr. Yes No
 Mayor Josephus Eggelkion Yes No
 Bill T. Smith Yes No

**INTERLOCAL AGREEMENT
BY AND BETWEEN PALM BEACH COUNTY
AND
THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
RELATING TO THE FUNDING OF THE
SOUTH FLORIDA REGIONAL TRANSPORTATION PROJECT**

THIS AGREEMENT, is made and entered into this ____ day of _____, 2007 by and between the Board of County Commissioners of Palm Beach County, Florida, a political subdivision of the State of Florida, (hereinafter referred to as "Palm Beach County") and the South Florida Regional Transportation Authority (hereinafter referred to as the "SFRTA"), a body politic created and redesignated under Chapter 343, Florida Statutes.

WITNESSETH:

WHEREAS, on January 7, 1986, Broward County, Miami-Dade County, Palm Beach County (also referred to herein collectively as "the Counties" or the "Three Counties") and the Florida Department of Transportation (also referred to herein as "FDOT") entered into an Interlocal Agreement establishing the South Florida Tri-County Commuter Rail Organization ("TCRO"); and

WHEREAS, on July 9, 1986, Broward County, Miami-Dade County, Palm Beach County and the Florida Department of Transportation entered into an Agreement entitled "Interlocal Agreement Among South Florida Tri-County Commuter Rail Organization, consisting of Broward, Miami-Dade, Palm Beach Counties and Florida Department of Transportation relating to the South Florida Tri-County Commuter Rail Project" setting forth the parties' cooperative participation in the funding of the South Florida Tri-County Commuter Rail Project; and

WHEREAS, although the 1986 Interlocal Agreement did not contain a clear termination date, it was intended to establish the parties' duties and obligation regarding the development and financing of a commuter rail service project which was to operate for approximately five (5) years coincident with the reconstruction of the I-95/HOV corridor in the Counties; and

WHEREAS, in 1989, the Florida Legislature adopted Part 1 of Chapter 343, Florida Statutes, known as the Tri-County Commuter Rail Authority Act, which created the Tri-County Commuter Rail Authority ("TCRA"), and made it the successor and assignee of the TCRO, and vested in the TCRA all of the rights, assets, agreements, appropriations, privileges, and obligations of the TCRO; and

WHEREAS, the Florida Legislature further granted to the TCRA all powers necessary, appurtenant, convenient, or incidental for carrying out its purposes, including the ability to cooperate and contract with other governmental entities, including FDOT, the Federal government, and counties and municipalities for funding a commuter rail system; and

WHEREAS, in 2003, the Florida Legislature amended Part 1 of Chapter 343, Florida Statutes, known as the South Florida Regional Transportation Authority Act, created the South Florida Regional Transportation Authority ("SFRTA"), and made it the successor and assignee of the TCRA, and vested in the SFRTA all rights, assets, agreements, appropriations, privileges, and obligations of the TCRA; and

WHEREAS, Section 343.58(2), Florida Statutes (2003), provides that each county served by the SFRTA shall continue to annually fund the operations of SFRTA in an amount not less than \$1.565 million; and

WHEREAS, the parties now desire to enter into this Interlocal Agreement ("Agreement"), for the purposes of defining the parties' funding responsibilities and establishing the parties' expectation regarding the funding responsibilities of Palm Beach, Broward and Miami-Dade Counties from July 1, 2007 through June 30, 2008:

NOW, THEREFORE, in consideration of the mutual promises and covenants hereinafter set forth, Palm Beach County and the SFRTA agree as follows:

1. INCORPORATION OF PREAMBLE. The parties acknowledge that the statements set forth in the Preamble to this Agreement are true and correct and incorporated into and made a part of this Agreement.

2. PURPOSE. The purpose of this Agreement is to establish a twelve (12) month Operational Funding ("Plan"), as shown on the attached Exhibit "A". The parties acknowledge that their funding obligations, as well as those of the other governmental entities shown on Exhibit "A", are subject to an annual appropriation by their respective governing bodies for the purposes described in this Agreement.

3. PROJECT. The parties acknowledge that SFRTA has been established by the Florida Legislature to own, operate, maintain and manage a commuter rail system in the tri-county area of Broward, Miami-Dade, and Palm Beach Counties.

4. FUNDING BY FDOT. SFRTA represents and warrants to Palm Beach County that FDOT has agreed to fund fifty percent (50%) of SFRTA's Net Operating Costs. The term "Net Operating Costs" shall have the same meaning as set forth in Section 341.303(4)(e), Florida Statutes. Said term is generally defined to include all operating costs of the project (*i.e.*, for the purposes of this Agreement the funding and operation of a commuter rail system in Broward, Miami-Dade, and Palm Beach Counties, less any federal funds, fares, or other sources of income to the project).

5. FUNDING OF NET OPERATING COSTS. Palm Beach County agrees to contribute \$4,366,950 to fund the operations of the SFRTA for the Term of this Agreement. As set forth in Section 343.58(2), Florida Statutes (2003), Palm Beach County will continue to annually fund the operations of the SFRTA in an amount not less than \$1,565,000, which sum is included in the \$4,366,950 referenced herein and set forth in Exhibit "A". SFRTA anticipates that the sums provided by each county, as described in Exhibit "A", shall be sufficient to fund fifty percent (50%) of its Net Operating Costs for the Term of the Agreement. SFRTA shall make good faith efforts to enter into interlocal agreements with Miami-Dade and Broward Counties with terms and conditions similar to those contained in this agreement, obligating each county to no less than the same funding obligations to which Palm Beach County is obligated under this Agreement or other arrangements under which each county will pay or obligates itself to pay the additional \$2,801,950, which sum is the difference between \$4,366,950 and \$1,565,000. If additional funding is required to fund additional SFRTA services, a supplemental agreement may be entered into with Palm Beach County during the term of this Agreement.

6. ANNUAL APPROPRIATIONS. Prior to receiving the funding identified in Exhibit "A", SFRTA

shall submit to each of the Three Counties and FDOT, for their review and approval, an annual budget in a form acceptable to the Three Counties, with information regarding proposed expenditures and such other information requested by each county or FDOT. The annual budget submitted to Palm Beach County shall be in a form acceptable to Palm Beach County. Annual appropriation shall be subject to the Palm Beach County Board of County Commissioners' approval.

7. INVOICES. SFRTA shall present an invoice to Palm Beach on a form prescribed and approved by Palm Beach County for the entire amount of the Net Operating Costs portion per Exhibit "A" of this agreement payable on October 1, 2007. Palm Beach County shall endeavor to pay to SFRTA its share of the Net Operating Costs within thirty (30) days after receipt of an invoice and all supporting documentation needed to enable Palm Beach County's Clerk to perform pre-audit functions. Palm Beach County's share of the Net Operating Costs shall not exceed the sum identified as its contribution in Exhibit "A". All expenses submitted by SFRTA for reimbursement must fully comply with all applicable requirements imposed by the Federal Transit Administration (FTA) or the State of Florida pursuant to grant or funding agreements, Federal or State laws, or other regulations applicable to SFRTA or Palm Beach County for each itemized expense or they shall be disallowed for payment by Palm Beach County.

8. REIMBURSEMENT FOR FEEDER SERVICE EXPENSES. Palm Beach County shall receive reimbursement from SFRTA for Feeder Service expenses in an amount not to exceed the amount set forth in the attached Exhibit "B". Feeder Service is defined as any agreed upon means of bus and/or rail equipment used to transport SFRTA passengers to or from a SFRTA train station. Each of the Three Counties seeking reimbursement for feeder services will be required to submit quarterly itemized invoices to SFRTA, on a form approved by SFRTA, which shall be paid within 30 days of receipt. All expenses submitted by each of the Three Counties for reimbursement must fully comply with all applicable requirements imposed by the Federal Transit Administration (FTA) or the State of Florida pursuant to grant or funding agreements, Federal or State laws, or regulations applicable to SFRTA relating to the funding source for each itemized expense or they shall be disallowed for payment by SFRTA.

Palm Beach County will provide feeder services to meet SFRTA trains and provide connecting services with other Palm Tran fixed route transit services at each of SFRTA's stations located in Palm Beach County.

SFRTA and Palm Beach County will honor their respective ticket media for transfers between systems except on those routes, such as express routes or special service, excluded by agreement of the parties' representatives. SFRTA will honor Palm Beach County transit riders' transfer by allowing the purchase of a SFRTA ticket less the face amount paid to Palm Beach County for its fare and transfer. SFRTA will honor the monthly and/or weekly passes of the Three Counties' transit systems for riders' transfers to SFRTA without the need to purchase a transfer and will receive the same reduction as a transfer rider. In addition, SFRTA will require each of the Three Counties to agree to honor a valid SFRTA ticket as a transfer to that county's feeder system from a SFRTA station, and to allow passengers to ride that county's feeder system at no cost or to allow the rider to purchase a ticket and/or a transfer when taking a feeder system to a SFRTA station.

9. RECORDS. Both parties agree to provide requested reports and management information in a timely manner.

10. TERM. This Agreement shall commence on July 1, 2007, and shall continue for a period of twelve (12) months, until June 30, 2008.

11. TERMINATION FOR DEFAULT. SFRTA's failure to timely perform, as required by this Agreement, or to otherwise comply with this Agreement's terms or conditions shall constitute a default, and the Agreement may be terminated at the discretion of Palm Beach County. SFRTA agrees that termination of this Agreement by Palm Beach County shall not waive any right(s) which Palm Beach County may have had or has against SFRTA for the breach of any term(s) of this Agreement.

Notwithstanding anything contained in this Agreement to the contrary, Palm Beach County's obligation to make any required payments shall be subject to the availability of funds and/or its legislative body's discretion not to fund its obligations under this Agreement for any fiscal year.

In the event a party to this Agreement either fails to appropriate or budget sufficient funds or is unable to appropriate or budget sufficient funds to meet all of its obligations under this Agreement, then this Agreement may be terminated upon ninety (90) days notice in accordance with the provisions of Section 20 of this Agreement.

12. FINANCIAL AUDITING. Both parties shall maintain such records, accounts, and financial records as are deemed necessary by both SFRTA and Palm Beach County to assure a proper accounting record. At reasonable intervals during regular business hours, the parties to this Agreement and their duly authorized representatives and certain Federal and State representatives with funding oversight shall have the right to audit, examine and make excerpts in transcripts from both parties' records with respect to matters covered under this Agreement.

In the event funds paid by a party to this Agreement are subsequently disallowed because of accounting errors or charges not in conformity with this Agreement, the party receiving said disallowed funds shall promptly refund such disallowed amounts to the other party.

13. MAINTENANCE OF RECORDS. All source documents for the National Transit Database (NTD) filing shall be subject to audit and shall be maintained by both parties for five (5) years following final payment under this Agreement. Both parties shall retain all financial records, supporting documents, statistical records, and any other documents pertinent to this Agreement for a period of five (5) years after termination of this Agreement, or if an audit has been initiated and audit findings have not been resolved at the end of the five (5) years, the records shall be retained until resolution of the audit findings.

14. NO WAIVER. No waiver of any provision in this Agreement shall be effective unless it is in writing, signed by the party against whom it is asserted, and any such written waiver shall only be applicable to the specific instance to which it relates and shall not be deemed a continuing or future waiver.

15. COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original but all of which shall constitute the same Agreement.

16. ENTIRE AGREEMENT. This Agreement incorporates and includes all prior negotiations and understandings applicable to the matters contained herein. The parties agree that

this Agreement constitutes the entire understanding and agreement between the parties and supersedes all other prior Agreements and representations whether written or oral.

17. MODIFICATION AND AMENDMENTS. This Agreement may not be changed, altered, or modified except by an instrument, in writing, signed by all parties against whom enforcement of such change would be sought.

18. DEDICATIONS. The parties do hereby acknowledge and agree that Palm Beach County has dedicated to the SFRTA the sum of \$2.67 Million in accordance with the requirements of Section 343.58(1), Florida Statutes (2003). Palm Beach County has agreed to transfer said sum to SFRTA in one lump sum, upon or within thirty (30) days after execution of this Agreement. Such funds are to be used as part of SFRTA's local match for one or more Federal grants which grants are awarded or based on the dedication of funds by any or all Three Counties.

19. EXHIBITS. All exhibits attached hereto contain additional terms of this Agreement and are incorporated into this Agreement as if actually set forth herein.

20. MAILING ADDRESSES. Whenever either party desires to give notice to the other, it must be given by written notice, sent by certified United States mail, with return receipt requested, addressed to the party for whom it is intended, at the mailing addresses set forth below, unless such addresses shall have been changed by written notice. For the present, the parties designate the following as the respective places for giving of notice:

For SFRTA:

Joseph Giulietti
Executive Director
South Florida Regional Transportation Authority
800 NW 33 St., Suite 100
Pompano Beach, FL 33064

For Palm Beach County:

Chuck Cohen,
Executive Director
Palm Tran
3201 Electronics Way
West Palm Beach, FL 33407

21. CAPTIONS. The captions and section designations set forth in this Agreement are for convenience only and shall have no substantive meaning.

22. JOINT PREPARATION. The preparation of this Agreement has been a joint effort of the parties and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

23. DISCRIMINATION. Neither party shall discriminate in its performance of this Agreement and each affirms that its employees and the members of the public using its services will be treated equally and without regard to race, sex, sexual orientation, color, religion, disability, handicap, age, marital status, national origin or ancestry.

24. FILING. A copy of this Agreement shall be filed with the Clerk of the Circuit Court in and for Palm Beach County and with the Clerk of the Circuit Court in and for Broward County.

IN WITNESS WHEREOF, the parties have made and executed this Interlocal Agreement

on the respective date under each signature.

ATTEST:

**SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY**

Joseph Giuliatti
Executive Director

By: _____
Chair

This ____ day of _____, 2007.

(SFRTA SEAL)

Approved as to form and legal
Sufficiency by:

General Counsel, SFRTA

ATTEST:
Dorothy H. Wilken, Clerk

**PALM BEACH COUNTY, FLORIDA by its
BOARD OF COUNTY COMMISSIONERS**

By: _____
Deputy Clerk

By: _____
Chair

This ____ day of _____, 2007

Approved as to Form
and Legal Sufficiency

Approved as to Terms and Conditions

County Attorney

Chuck Cohen, Executive Director Palm Tran

EXHIBIT A
ONE-YEAR OPERATIONAL PLAN

July 1, 2007 to June 30, 2008

FY 2007-2008

Total SFRTA Net Operating Expense	\$58,558,170
Total Train Revenue	<u>8,030,853</u>
Net Operating Deficit	\$50,527,317

Funding Sources:

FHWA	\$4,000,000
FTA	13,428,248
FDOT	16,163,827
Broward County	4,366,950
Miami-Dade County	4,366,950
Palm Beach County	4,366,950
Feeder Service	3,734,392
Other (Miscellaneous)	<u>100,000</u>
Unfunded Deficit	-0-

EXHIBIT B

REIMBURSEMENT FOR FEEDER SERVICE

	<u>FY 2007-2008</u>
BROWARD COUNTY	\$666.666.66
MIAMI DADE COUNTY	666,666.66
PALM BEACH COUNTY	<u>666,666.66</u>
TOTAL	\$2,000,000.00

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT NO. 3
FOR ADDITIONAL FUNDING FOR MAINTENANCE, INSPECTION, DISPATCHING AND
TRAIN CONTROL OVER THE NEW RIVER BRIDGE CORRIDOR

REQUESTED ACTION:

MOTION TO APPROVE: Supplemental Joint Participation Agreement (JPA) No.3, between the South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT), for the second year funding for the SFRTA to manage, maintain, inspect, direct and control all railroad operations over the New River Bridge Corridor, increasing the amount of the existing JPA by \$1,300,000, for a revised total JPA amount of \$3,126,000.

SUMMARY EXPLANATION AND BACKGROUND:

On September 22, 2006, the SFRTA Governing Board approved a four (4) year JPA with FDOT to provide funding for Maintenance, Inspection, and Dispatching Services associated with the New River Bridge Carve Out in the amount of \$1,300,000 per year.

On January 26, 2007, the SFRTA Governing Board approved Supplemental JPA No. 1 with FDOT for additional cost of dispatching passenger trains over the New River Bridge Corridor in the amount of \$86,000.

On April 27, 2007, the SFRTA Governing Board approved Supplemental JPA No. 2 with FDOT for Maintenance and Inspection associated with the New River Bridge in the amount of \$440,000.

The attached Supplemental JPA No. 3 is to provide the second year funding FY 07/08 for the dispatching agreement in the amount of \$1,300,000 for the SFRTA to maintain, inspect, manage, direct, and control all railroad operations over the New River Bridge Corridor.

FISCAL IMPACT: This Supplement will provide funding of \$1,300,000 for the FY 07/08 fiscal year annual cost of maintenance, dispatch, services for the New River Bridge Corridor.

Department: Operations
Project Manager: Bradley Barkman

Department Director: Bradley Barkman
Procurement Director: Christopher Bross

EXHIBITS ATTACHED: Exhibit 1 – Supplemental Joint Participation Agreement No.3

SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT NO. 3
FOR ADDITIONAL FUNDING FOR MAINTENANCE, INSPECTION, DISPATCHING AND TRAIN
CONTROL OVER THE NEW RIVER BRIDGE CORRIDOR

Recommended by: B Barkman 6-8-07 Approved by: N/A
Department Director Date Contracts Director Date

Authorized by: J Gubata 6-8-07 Approved as to Form by: _____
Executive Director Date General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro	_____ Yes _____ No	James A .Cummings	_____ Yes _____ No
Mayor Josephus Eggelletion	_____ Yes _____ No	Marie Horenburger	_____ Yes _____ No
Neisen Kasdin	_____ Yes _____ No	Commissioner Jeff Koons	_____ Yes _____ No
John Martinez	_____ Yes _____ No	George A. Morgan, Jr.	_____ Yes _____ No
Bill T. Smith	_____ Yes _____ No		

Tracking No. _____
Page 2

AGENDA ITEM NO.

SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT NO. 3
FOR ADDITIONAL FUNDING FOR MAINTENANCE, INSPECTION, DISPATCHING AND TRAIN
CONTROL OVER THE NEW RIVER BRIDGE CORRIDOR

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by: [Signature] General Counsel Date 6/6/07

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No

	Yes	No
James A. Cummings		

	Yes	No
Commissioner Josephus Eggelton		

	Yes	No
Mane Horenburger		

Neisen Kasdin	Yes	No
---------------	-----	----

	Yes	No
Commissioner Jeff Koons		

John Martinez _____ Yes _____ No

	Yes	No
George A. Morgan, Jr.		

Bill T. Smith Yes No

PUBLIC TRANSPORTATION
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT
Number 3

Financial Project No.: 42007918401 (item-segment-phase-sequence)	Fund: DS	FLAIR Approp.: 088808
Contract No.: AOM88	Function: 215	FLAIR Obj.: 750021
Catalog of Federal Domestic Assistance Number: N/A	Federal No.: N/A	Org. Code: 55042010432
	DUNS No.: 786583609	Vendor No.: VF 650002789001
	Catalog of State Financial Assistance Number: 55.021	

THIS AGREEMENT, made and entered into this _____ day of _____, _____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and South Florida Regional Transportation Authority (SFRTA)
800 NW 33rd Street, Pompano Beach, Florida, 33064
 hereinafter referred to as Agency.

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 28th day of November, 2006, entered into a Joint Participation Agreement; and

WHEREAS, the Agency desires to accomplish certain project items as outlined in the Attachment "A" appended hereto; and

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of \$3,126,000.00.

NOW, THEREFORE THIS INDENTURE WITNESSETH: that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Joint Participation Agreement is to be amended and supplemented as follows:

1.00 Project Description: The project description is amended

To provide the second year funding for the SFRTA to manage, direct, and control all railroad operations over the New River Bridge Corridor. This includes the dispatching and controlling of the entry of all trains, locomotives, rail cars, and rail equipment using the New River Bridge Corridor; and the inspecting and maintaining of all structures, tracks, communications, signals, and appurtenances in the New River Bridge Corridor.

2.00 Project Cost:

Paragraph 3.00 of said Agreement is increased by \$1,300,000.00
bringing the revised total cost of the project to \$ 3,126,000.00 .

Paragraph 4.00 of said Agreement is increased by \$1,300,000.00
bringing the Department's revised total cost of the project to \$ 3,126,000.00 .

3.00 Amended Exhibits:

Exhibit(s) _____ of said Agreement is amended by Attachment "A".

4.00 Contract Time:

Paragraph 18.00 of said Agreement _____ , _____ .

Financial Project No. 42007918401

Contract No. AOM88

Agreement Date _____,

Except as hereby modified, amended or changed, all other terms of said Agreement dated November 28th 2006
and any subsequent supplements shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first
above written.

AGENCY

South Florida Regional Transportation Authority
(SFRTA)

AGENCY NAME

FDOT

See attached Encumbrance Form for date of Funding
Approval by Comptroller

SIGNATORY (PRINTED OR TYPED)

LEGAL REVIEW
DEPARTMENT OF TRANSPORTATION

SIGNATURE

DEPARTMENT OF TRANSPORTATION

TITLE

TITLE

Financial Project No. 42007918401

Contract No. AOM88

Agreement Date _____,

ATTACHMENT "A"
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

This Attachment forms an integral part of that certain Supplemental Joint Participation Agreement between the State of Florida, Department of Transportation and South Florida Regional Transportation Authority (SFRTA)
800 NW 33rd Street, Pompano Beach, Florida, 33064
dated _____.

DESCRIPTION OF SUPPLEMENT (Include justification for cost change):

This supplemental agreement provides second year funding for the SFRTA to manage, direct, and control all railroad operations over and to inspect and maintain the New River Bridge Corridor.

I.	Project Cost:	As Approved	As Amended	Net
		\$1,826,000.00	\$3,126,000.00	\$1,300,000.00
	Total Project Cost	\$1,826,000.00	\$3,126,000.00	\$1,300,000.00
I.	Fund	As Approved	As Amended	Net
	Department:	\$1,826,000.00	\$3,126,000.00	\$1,300,000.00
	Agency:	\$0.00	\$0.00	\$0.00
		\$0.00	\$0.00	\$0.00
	Total Project Cost	\$1,826,000.00	\$3,126,000.00	\$1,300,000.00

Comments:

NOTE 1: Notwithstanding Sections 3.00 and 18.00 of the original, basic agreement, it is recognized that funding is only for the first and second fiscal years. Funding for subsequent years will be added by supplemental agreement, subject to legislative approval.

NOTE 2: The parties will enter into negotiations for supplemental agreements to add funds to be used for services not funded by this agreement and determined necessary by the parties, and for service in the remaining term of this agreement.

III. MULTI-YEAR OR PREQUALIFIED PROJECT FUNDING

If a project is a multi-year or prequalified project subject to paragraphs 4.10 and 17.20 of this agreement, funds are programmed in the Department's Work program in the following fiscal year(s):

FY	06/07	\$1,826,000.00	FY	\$0.00
FY	07/08	\$1,300,000.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00
FY		\$0.00	FY	\$0.00

Project years may be advanced or deferred subject to Legislative appropriation or availability of funds.

Tracking No. _____

AGENDA ITEM NO.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-107 WITH
SOUTH FLORIDA EDUCATION CENTER TMA
FEEDER BUS TRANSPORTATION SERVICES

REQUESTED ACTION:

MOTION TO APPROVE Second Amendment to Agreement No. 05-107, between the South Florida Regional Transportation Authority and the South Florida Education Center Transportation Management Association (SFEC TMA) for Feeder Bus Transportation Services. Under the Agreement, SFRTA will provide 50% of the operating funds for the SFEC TMA's route, in the maximum not-to-exceed amount of \$95,000 for Fiscal Year 2008.

SUMMARY EXPLANATION AND BACKGROUND:

In June of 1999, Tri-Rail's Board of Directors approved a Feeder Bus Plan which called for the implementation of new feeder bus routes. Further Board action approved Agreement No. 00-181 with SFEC to fund fifty percent (50%) of a weekday route.

The route, connecting SFRTA/Tri-Rail passengers from the Ft. Lauderdale Airport Station to the South Florida Education Center, has been in operation since July, 2000, and typically carries over 4,000 passengers per month.

In June of 2006, the Board approved Agreement No. 05-107 to ensure continuation of service for this route. The Second Amendment to this Agreement will provide for service for Fiscal Year 2008.

Department: Operations
Project Manager: James De Vaughn

Department Director: Bradley Barkman
Contracts Director: Christopher Bross

FISCAL IMPACT: Funding is available in the SFRTA's FY 2007-08 Operating Budget.

EXHIBITS ATTACHED: Exhibit 1 – Second Amendment to Agreement No. 05-107

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-107 WITH
SOUTH FLORIDA EDUCATION CENTER TMA
FEEDER BUS TRANSPORTATION SERVICES

Recommended by: B. Barkman 6-8-07
Department Director Date

Approved by: CE: 3 6/7/07
Contracts Director Date

Authorized by: J. F. [Signature] 6-8-07
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No
James A. Cummings _____ Yes _____ No
Marie Horenburger _____ Yes _____ No
Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No
John Martinez _____ Yes _____ No
George A. Morgan, Jr. _____ Yes _____ No
Mayor Josephus Eggelation _____ Yes _____ No
Bill T. Smith _____ Yes _____ No

Tracking No. _____
 Page Two

AGENDA ITEM NO.

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-107 WITH
SOUTH FLORIDA EDUCATION CENTER TMA
FEEDER BUS TRANSPORTATION SERVICES

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by:  6/6/07
 General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No
 James A. Cummings Yes No
 Marie Horenburger Yes No
 Neisen Kasdin Yes No

Commissioner Jeff Koons Yes No
 John Martinez Yes No
 George A. Morgan, Jr. Yes No
 Mayor Josephus Eggelation Yes No
 Bill T. Smith Yes No



SECOND AMENDMENT TO AGREEMENT NO. 05-107

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

SOUTH FLORIDA EDUCATION CENTER TMA

FOR

SOUTH FLORIDA EDUCATION CENTER SHUTTLE BUS
SERVICE

SECOND AMENDMENT TO AGREEMENT NO. 05-107

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

SOUTH FLORIDA EDUCATION CENTER TMA

FOR

SOUTH FLORIDA EDUCATION CENTER SHUTTLE BUS SERVICE

This is a Second Amendment to the Agreement for South Florida Education Center Shuttle Bus Services between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, an agency of the State of Florida, hereinafter referred to as “**SFRTA**” and **SOUTH FLORIDA EDUCATION CENTER TRANSPORTATION MANAGEMENT ASSOCIATION**, hereinafter referred to as “**SFEC TMA**”.

WHEREAS, on June 24, 2005, **SFEC TMA** and **SFRTA** entered into a one year Agreement hereinafter referred to as “Agreement” with **SFRTA** compensating **SFEC TMA** for 50% of the cost to provide bus service in the annual not-to-exceed amount of \$95,000.00; and

WHEREAS, on June 23, 2006, the First Amendment to the Agreement between **SFEC TMA** and **SFRTA** was executed to renew the Agreement for one additional year in the annual not-to-exceed amount of \$95,000.00; and

WHEREAS, the Agreement has been mutually beneficial to both parties who now desire to exercise the second of four one-year renewal options as authorized by Article 2 of the terms and conditions of the Agreement in the annual not-to-exceed amount of \$95,000.00;

NOW THEREFORE IN CONSIDERATION of the promises, mutual covenants and obligations herein contained, and subject to the terms and conditions hereinafter stated, the parties hereto agree to amend the Agreement as follows:

1. **Article 2, TERM OF AGREEMENT**, is amended to read as follows:

This Agreement shall become effective upon execution by the parties. The term of this Agreement shall be ~~two (2) years~~ three (3) years from July 1, 2005 through ~~June 30, 2007~~ June 30, 2008, and may be extended by mutual consent for ~~three~~ (3) two (2) additional one-year periods.

Except to the extent amended, the Agreement shall remain in full force and effect. In the event of any conflict between the terms of this Second Amendment to the Agreement and the Agreement, the parties hereby agree that this document shall control.

IN WITNESS WHEREOF, the parties have made and executed this Second Amendment to the Agreement on the respective date under each signature: **SOUTH FLORIDA EDUCATION CENTER TMA**, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY** signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2007.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2007

Approved as to form by:

CHRIS BROSS, Director
Procurement

GREENBERG TRAURIG, P.A.
General Counsel, SFRTA

ATTEST:

SOUTH FLORIDA EDUCATION CENTER TMA

WITNESS

By _____
PRESIDENT OR VICE PRESIDENT

_____ DAY OF _____, 2007

Tracking No. _____

AGENDA ITEM NO. _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-106 WITH
DOWNTOWN FORT LAUDERDALE TMA
FEEDER BUS TRANSPORTATION SERVICES

REQUESTED ACTION:

MOTION TO APPROVE Second Amendment to Agreement No. 05-106, between the South Florida Regional Transportation Authority and the Downtown Fort Lauderdale Transportation Management Association (DTFL TMA) for Feeder Bus Transportation Services. Under the Agreement, SFRTA will provide 50% of the operating funds for the Downtown Ft. Lauderdale TMA route, in the maximum not-to-exceed amount of \$45,000 for Fiscal Year 2008.

SUMMARY EXPLANATION AND BACKGROUND:

In June of 1999, Tri-Rail's Board of Directors approved a Feeder Bus Plan which called for the implementation of new feeder bus routes. Further Board action approved Agreement No. 00-177 with The Downtown Fort Lauderdale Transportation Management Association to fund fifty percent (50%) of a weekend route.

The route, connecting SFRTA/Tri-Rail passengers from the Ft. Lauderdale Station to Las Olas and the Beach, has been in operation since May, 2000, and typically carries over 1,000 passengers per month.

In June of 2006, the Board approved Agreement No. 05-106 to ensure continuation of service for this route. The Second Amendment to this Agreement will provide for service for Fiscal Year 2008.

Department: Operations
Project Manager: James De Vaughn

Department Director: Bradley Barkman
Contracts Director: Christopher Bross

FISCAL IMPACT: Funding is available in the SFRTA's FY 2007-08 Operating Budget.

EXHIBITS ATTACHED: Exhibit 1 – Second Amendment to Agreement No. 05-106

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-106 WITH
DOWNTOWN FORT LAUDERDALE TMA
FEEDER BUS TRANSPORTATION SERVICES

Recommended by B. Barkman 6-8-07
Department Director Date

Approved by: CLi3 6/7/07
Contracts Director Date

Authorized by: J. Gulevich 6-8-07
Executive Director Date

Approved as to Form by: _____
General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Mayor Josephus Eggelton _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Tracking No. _____

AGENDA ITEM NO.


Page Two

SECOND AMENDMENT
FUNDING AGREEMENT NO. 05-106 WITH
DOWNTOWN FORT LAUDERDALE TMA
FEEDER BUS TRANSPORTATION SERVICES

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by:  6/6/07
 General Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

James A. Cummings _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

John Martinez _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Mayor Josephus Eggellerton _____ Yes _____ No

Bill T. Smith _____ Yes _____ No



SECOND AMENDMENT TO AGREEMENT NO. 05-106

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

DOWNTOWN FORT LAUDERDALE TMA

FOR

DOWNTOWN FORT LAUDERDALE SHUTTLE BUS SERVICE

SECOND AMENDMENT TO AGREEMENT NO. 05-106

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

DOWNTOWN FORT LAUDERDALE TMA

FOR

DOWNTOWN FORT LAUDERDALE SHUTTLE BUS SERVICE

This is a Second Amendment to the Agreement for Downtown Fort Lauderdale Shuttle Bus Services between **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, an agency of the State of Florida, hereinafter referred to as “**SFRTA**” and **DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION**, hereinafter referred to as “**FORT LAUDERDALE TMA**”.

WHEREAS, on June 24, 2005, **FORT LAUDERDALE TMA** and **SFRTA** entered into a one year Agreement hereinafter referred to as “Agreement” with **SFRTA** compensating **FORT LAUDERDALE TMA** for 50% of the cost to provide bus service in the annual not-to-exceed amount of \$45,000.00; and

WHEREAS, on June 23, 2006, the First Amendment to the Agreement between **FORT LAUDERDALE TMA** and **SFRTA** was executed to renew the Agreement for one additional year in the annual not-to-exceed amount of \$45,000.00; and

WHEREAS, the Agreement has been mutually beneficial to both parties who now desire to exercise the second of four one-year renewal options as authorized by Article 2 of the terms and conditions of the Agreement in the annual not-to-exceed amount of \$45,000.00;

NOW THEREFOREIN CONSIDERATION of the promises, mutual covenants and obligations herein contained, and subject to the terms and conditions hereinafter stated, the parties hereto agree to amend the Agreement as follows:

1. **Article 2, TERM OF AGREEMENT**, is amended to read as follows:

This Agreement shall become effective upon execution by the parties. The term of this Agreement shall be ~~two (2) years~~ three (3) years from July 1, 2005 through ~~June 30, 2007~~ June 30, 2008, and may be extended by mutual consent for ~~three~~ (3) two (2) additional one-year periods.

Except to the extent amended, the Agreement shall remain in full force and effect. In the event of any conflict between the terms of this Second Amendment to the Agreement and the Agreement, the parties hereby agree that this document shall control.

IN WITNESS WHEREOF, the parties have made and executed this Second Amendment to the Agreement on the respective date under each signature: **DOWNTOWN FORT LAUDERDALE TMA**, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY** signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2007.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2007

Approved as to form by:

CHRIS BROSS, Director
Procurement

GREENBERG TRAURIG, P.A.
General Counsel, SFRTA

ATTEST:

DOWNTOWN FORT LAUDERDALE TMA

WITNESS

By _____
PRESIDENT OR VICE PRESIDENT

_____ DAY OF _____, 2007

Tracking No. _____

AGENDA ITEM NO.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

☐ Consent ☒ Regular

AGREEMENT NO. 07-516 (FIRM TBD)
GENERAL COUNSEL LEGAL SERVICES

REQUESTED ACTION:

MOTION TO APPROVE Agreement No. 07-516 between the South Florida Regional Transportation Authority and _____ TBD _____ for General Counsel Legal Services, for an initial term of three (3) years, in the lump sum amount of \$ _____ TBD _____, with two (2) additional one (1) year option periods.

SUMMARY EXPLANATION AND BACKGROUND:

Pursuant to the conclusion of presentations and the Governing Board's evaluation and ranking of the short listed proposals for General Counsel Legal Services (RFP 07-516), award is recommended to the highest ranked firm at the annual Firm Fixed Price amounts and hourly rates indicated on the successful Proposer's Price Proposal Form submitted with the proposal.

Department: Executive

Project Manager: Diane Hernandez Del Calvo

Department Director: Joseph Giulietti

Procurement Director: Christopher Bross

FISCAL IMPACT: Funding for this item is available in the FY 2007-08 Operating Budget.

EXHIBITS ATTACHED: Exhibit 1 –Agreement No. 07-516

AGREEMENT NO. 07-516 (FIRM TBD)
GENERAL COUNSEL LEGAL SERVICES

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by: _____
Staff Counsel Date

Board Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner Bruno Barreiro _____ Yes _____ No

Commissioner Jeff Koons _____ Yes _____ No

James A. Cummings _____ Yes _____ No

John Martinez _____ Yes _____ No

Mayor Josephus Eggelletion _____ Yes _____ No

George A. Morgan, Jr. _____ Yes _____ No

Marie Horenburger _____ Yes _____ No

Bill T. Smith _____ Yes _____ No

Neisen Kasdin _____ Yes _____ No



AGREEMENT NO. 07-516

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

FOR

GENERAL COUNSEL LEGAL SERVICES

AGREEMENT NO. 07-516

BETWEEN

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

AND

FOR
GENERAL COUNSEL LEGAL SERVICES

This is an Agreement, by and between SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY, hereinafter referred to as "SFRTA",

AND

_____, a _____, authorized to and doing business in the State of Florida, hereinafter referred to as "CONTRACTOR".

DEFINITIONS

For the purposes of this Agreement and the various covenants, conditions, terms, and provisions which follow, the definitions and identifications set forth below are assumed to be true and correct and are agreed upon by the parties.

- a. Board. The Board and governing body of the SFRTA, created pursuant to Chapter 343, Florida Statutes (2003).
- b. Contract Administrator. The Chair of the SFRTA Board or appointed designee. In the administration of this Agreement, all parties may rely upon the instructions or determinations made by the Contract Administrator.
- c. Contractor. The Contractor selected to perform the services pursuant to this Agreement is _____.
- d. Project. Providing all services described in the Contract Documents.
- e. Project Manager. A person supplied by SFRTA and the single point of contact for Contractor with SFRTA.

PREAMBLE

In order to establish the background, context, and frame of reference for this Agreement and to generally express the objectives and intentions of the respective parties herein, the following statements, representations, and explanations shall be accepted for the undertakings and commitments included within the provisions which follow and may be relied upon by the parties as essential elements of the mutual consideration upon which this Agreement is based.

- A Request for Proposal was advertised by SFRTA as RFP No. 07-516, for GENERAL COUNSEL LEGAL SERVICES, and CONTRACTOR was determined to be the most qualified responsive and responsible respondent.

CONTRACTOR covenants and agrees to perform all obligations of CONTRACTOR set forth in this Agreement and in the documents listed below, which documents are incorporated herein by reference and which documents together with this Agreement are hereinafter called "Contract Documents".

RFP Requirements and Instructions to Proposers
General Terms and Conditions
Special Terms and Conditions
Scope of Services
Definition of Terms
Advertisement
All Exhibits and Attachments
Addendum No. 1 and 2
Contractor's Proposal
Proposal Form
Price Proposal Form
Contractor's Qualification Certification
Key Employee Certification
Drugfree Workplace Certification
Debarment & Suspension Certification
Certification of Restriction on Lobbying
Truth in Negotiation Certificate
Declaration of Non-Collusion Certification

TERM

The period of performance shall be for a term of three (3) years from the issuance of a Notice to Proceed, with SFRTA's sole option to renew for an additional two (2) one (1) year option periods.

COMPENSATION

SFRTA agrees to pay the CONTRACTOR compensation as specified in the CONTRACT DOCUMENTS the Firm Fixed Price for the three-year term of the contract of _____ (\$_____) and the attached schedule of hourly rates.

ADDRESSES

CONTRACTOR:

Attn: _____

SFRTA:

South Florida Regional Transportation Authority (SFRTA)
800 N.W. 33 Street
Suite 100
Pompano Beach, FL 33064

Attn: Diane Hernandez Del Calvo

IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective date under each signature: _____, signing by and through its _____, duly authorized to execute same and **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, signing by and through its Chair, authorized to execute same by Board action on the ____ day of _____, 2007.

SFRTA

ATTEST:

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

JOSEPH GIULIETTI
EXECUTIVE DIRECTOR

By _____
COMMISSIONER BRUNO BARREIRO, CHAIR

_____ DAY OF _____, 2007

Approved as to form by:

CHRIS BROSS, Director
Procurement

JEFFREY OLSON
Staff Counsel, SFRTA

ATTEST:

(CONTRACTOR NAME)

WITNESS

PRESIDENT OR VICE-PRESIDENT

_____ DAY OF _____, 2007

Tracking No. _____

AGENDA ITEM NO. _____

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Consent ☒ Regular

ELECTION OF CHAIR AND VICE CHAIR
FISCAL YEAR 2007-08

REQUESTED ACTION:

MOTION TO ELECT: SFRTA Chair and Vice-Chair for Fiscal Year 2007-08.

SUMMARY EXPLANATION AND BACKGROUND:

This item has been placed on the agenda pursuant to Section 3.1 of the SFRTA Bylaws which states, "...At the end of the fiscal year and each fiscal year thereafter, the Board shall elect a new Chair and Vice Chair and each shall serve for a one (1) year term. Such election shall occur at either the last regularly scheduled meeting of the Board prior to the end of the Chair and Vice Chair's term or at a meeting called for that purpose.

Each officer of the Board shall hold office until a successor has been duly appointed, or until an earlier resignation, removal from office in accordance with applicable law or death."

Department: N/A
Project Manager: N/A

Department Director: N/A
Contracts Director: N/A

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: N/A

Tracking No. _____
 Page Two


AGENDA ITEM NO.

ELECTION OF CHAIR AND VICE CHAIR
FISCAL YEAR 2007-08

Recommended by: _____
 Department Director Date

Approved by: _____
 Contracts Director Date

Authorized by: _____
 Executive Director Date

Approved as to Form by:  6/6/07
 General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Bruno Barreiro Yes No

James A. Cummings Yes No

Marie Horenburger Yes No

Neisen Kasdin Yes No

Commissioner Jeff Koons Yes No

John Martinez Yes No

George A. Morgan, Jr. Yes No

Mayor Josephus Eggelction Yes No

Bill T. Smith Yes No

MINUTES
PROPERTY COMMITTEE MEETING
OF MAY 11, 2007

The Property Committee meeting was held at 10:00 a.m. on Friday, May 11, 2007 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices, located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Mr. James A. Cummings, SFRTA Board Member
Mr. Neisen Kasdin, SFRTA Board Member (Via Teleconference)
Mr. George Morgan, Jr., SFRTA Board Member and Property Committee Chair
Mr. Bill Smith, SFRTA Board Member and Property Committee Vice-Chair

ALSO PRESENT:

Mr. Joseph Giulietti, SFRTA Executive Director
Mr. Jack Stephens, SFRTA Deputy Executive Director
Ms. Bonnie Arnold, SFRTA
Mr. Chris Bross, SFRTA
Ms. Loraine Cargill, SFRTA
Mr. William Cross, SFRTA
Ms. Susan Day, Earth Tech
Dr. Kim DeLaney, PhD, Treasure Coast Regional Planning Council
Mr. Phil Hutchinson, Greenberg Traurig
Ms. Diane Hernandez Del Calvo, SFRTA
Ms. Wendy Larsen, Siemon & Larsen, P.A.
Ms. Mary Jane Lear, SFRTA
Ms. Renee Mathews, SFRTA
Mr. Dan Mazza, SFRTA
Ms. Teresa Moore, Greenberg Traurig
Mr. Jeff Olson, SFRTA
Mr. Douette Pryce, Opus South Corporation
Mr. Justin Sayfie, Blosser & Sayfie, Counselors at Law
Ms. Flavia Silva, SFRTA
Ms. Lynda Kompelien Westin, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:05 a.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Giulietti requested the Agenda to be amended to include the following additions, deletions and revisions:

1. Revised Agenda Item D1 - Proposal from OPUS South Corporation and the addition of Exhibits 1 and 2;
2. Add Agenda Item D4 – Boca Raton Tri-Rail Station Phase II Joint Development Project and Exhibit 1;
3. Delete Information Item I1 - Station Area Land Use, Zoning & Government-Owned Properties;
4. Delete Information Item I2 - Tri-Rail Station Parking and Circulation Study; and
5. Move discussions of Item D4 – Boca Raton Tri-Rail Station Phase II Joint Development Project as the first item of the Agenda.

Mr. Smith moved for approval of the amended Agenda. The motion was seconded by Mr. Cummings.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Agenda approved as amended.

The Chair moved the discussions to the next item on the Agenda.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

There were no Matters by the Public.

DISCUSSION ITEMS

D4 – Boca Raton Tri-Rail Station Phase II Joint Development Project

Mr. Stephens, SFRTA Deputy Executive Director, stated that on February 23, 2007 the South Florida Regional Transportation Authority (SFRTA) Governing Board delegated this item to the Property Committee to pursue all options and return to the Board with direction in 90 days. Mr. Stephens continued stating that the Property Committee should report back to the SFRTA Governing Board at its upcoming May 25, 2007 meeting.

Dr. DeLaney, Treasure Coast Regional Planning Council (TRCPC), updated the Property Committee members regarding Palm Beach County Comp Plan Amendment in relation to standards for Transit-Oriented Developments (TOD).

Mr. Kasdin requested a copy of Palm Beach County’s Land Use Plan Amendment.

Mr. Cummings stated that he would like to get a definition of TOD.

The Chair directed staff to provide an updated implementation timeline for the Notice of Proposed Change (NOPC) process for consideration at the next Property Committee meeting.

Mr. Smith moved to recommend the Property Committee seek approval from the SFRTA Governing Board in the form of a Resolution supporting the City of Boca Raton efforts to establish Transit Oriented Development classification at the Boca Raton Station and, to send

letters of support to the City of Boca Raton, Palm Beach County and the State of Florida. The motion was seconded by Mr. Cummings.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion approved unanimously.

The Chair moved the discussions to the next item on the Agenda.

D1 – Proposal from OPUS South Corporation

Ms. Larsen, Siemon & Larsen, P.A. representing Opus South Corporation (OPUS), stated that on April 9, 2007, OPUS submitted a proposal for the development of the property adjacent to the Tri-Rail Boca Raton station. Ms. Larsen requested the Property Committee recommend commencement negotiations between SFRTA and OPUS.

Mr. Stephens stated that if the proposal meets SFRTA's requirements for an Unsolicited Proposal, SFRTA shall promptly acknowledge receipt and advertise for 30 days, in a newspaper of general circulation in one or more counties in SFRTA's service territory, its receipt of the proposal and solicitation for any additional proposals. Mr. Stephens stated that staff assessed the term sheet submitted by OPUS and stated that Exhibit 3 provides a brief analysis of the OPUS proposal. Mr. Stephens continued stating that the Property Committee can either recommend to the SFRTA Governing Board to treat the OPUS proposal as an Unsolicited Proposal or waive the Unsolicited Proposal Policy requirements and initiate negotiations.

Ms. Larsen stated that OPUS is prepared to submit the \$25,000 initial fee if SFRTA is prepared to move forward with negotiations.

Ms. Moore stated that SFRTA will only be able to start negotiations with OPUS after a determination that the SFRTA Unsolicited Proposal Policy applies, followed by the advertisement process and its results.

Mr. Giulietti stated that Exhibit 3 clearly shows the items that need to be submitted by OPUS and continued stating that if staff feels they have all of the required information, the Property Committee should either direct staff to move forward with the negotiations or request SFRTA Governing Board Chair's concurrence to commence negotiations and move forward with the advertisement process and subsequent evaluation of any proposals that come in as a result of the advertisement.

Mr. Kasdin moved to direct staff to review the OPUS South Corporation Proposal; determine if it meets the SFRTA Unsolicited Proposal Policy requirements; proceed with the 30-days advertisement upon concurrence of the Property Committee Chair and return to the next scheduled Property Committee meeting for consensus. The motion was seconded by Mr. Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion approved unanimously.

The Chair moved the discussions to the next item on the Agenda.

Mr. Kasdin exited the meeting.

D2 – Cypress Creek Partners Parking Proposal

Mr. Sayfie, on behalf of Cypress Creek Partners, LLC (CCP), stated that they are pleased that the Property Committee has been granted the authority to obtain an appraisal of the SFRTA owned Cypress Creek parcel which will provide an accurate basis to move forward with the negotiations.

Mr. Stephens stated that staff has requested cost estimates from SFRTA's General Planning Consultants for the appraisal and survey of the property.

Mr. Giulietti pointed out that a survey was performed in 1995 and since then there has been two (2) modifications to the survey and the appraisal should reflect the current condition of the property.

Mr. Cummings stated that he reviewed the Agreement of Lease between the Florida Department of Transportation (FDOT) and Cypress Creek Park and Ride Associates Limited Partnership (CCPRA); the amendments to the Agreement and the Cypress Creek Partners, LLC (CCP) proposal, and outlined some items of the original Lease Agreement:

- a) Exhibit B - Conceptual Plan - *"The Tenant shall submit the conceptual plan to Landlord for its approval, which approval shall not be unreasonably withheld or delayed, recognizing that in connection with the Landlord's review of the Conceptual Plan the following are important elements of Landlord's evaluation: (1) protecting the public purpose of the Public Areas for the utilization of the Park and Ride Facility by transit and ride-share users, (2) increasing transit and ridership opportunities by combining the Park and Ride Facility with the development of the Premises, and (3) providing that the Public Areas are important considerations in connection with any deviation or modification from the Conceptual Plan."*

Exhibit B was established and approved in 1999 and subsequent to that Amendment II modifies the criteria of the Conceptual Plan.

- b) *"Bridge Amount shall mean Three Hundred Thousand Dollars (\$300,000)"*,

A Pedestrian Bridge to be constructed from the property to the Tri-Rail Station and upon completion FDOT will reimburse \$300,000 dollars to the Tenant.

- c) *"Bus Drop Area shall mean an approximately 600 square foot of air-conditioned bus shelter area, together with bathrooms and three (3) bus lanes servicing such area to be located upon the Premises."*

The Bus Drop area is a requirement of the Lease, currently the bus drop off area that does not meet the requirement for air-conditioning shelter and bathrooms.

- d) *"Circulation Areas (i) ingress and egress from the Bus Drop off Area to public roads, including the I-95 Ramps; (ii) ingress and egress to and from the Park and Ride Facility to public roads, including the I-95 Ramps; and (iii) pedestrian access to and from the Park and*

Ride Facility, Bus Drop Area and Pedestrian Bridge, which Circulation Areas shall be shown on the Conceptual Plan.”

The Conceptual Plan was deleted in Amendment II to the Lease Agreement and substituted by Schedule 2 (Conceptual Plan).

The key element is that there is a Pedestrian Bridge to be provided.

- e) *“Park-n-Ride Facility shall mean the parking spaces on the Parcel currently located on the property”*

To be developed in three (3) phases and FDOT established that there will be a requirement for:

“five hundred and fifty-six (556) surface (and/or located in the garage if determined by Tenant)”.

Phase I Improvements, the Tenant would have constructed two hundred and seventy eight (278) parking spaces, during Phase II Improvements, the Tenant would have constructed another two hundred and seventy eight (278) parking spaces, and by the time Phase III Improvements are completed, the Agreement reads:

“(iii) Phase II Improvements, the Park and Ride Facility shall only mean five hundred fifty-six (556) parking spaces which shall be located in a garage facility located upon the Parcel.”

556 parking spaces not to be built on SFRTA’s property but on FDOT’s parcel and that a 556 parking garage today, according to FDOT specifications, will be excess of 10M dollars, probably under 12M dollars but at least 17-19,000 dollars per car. The original concept from the original Lease Agreement, includes a Pedestrian Bridge, an air-conditioned bus shelter with bathrooms and at the completion of the Tenant’s improvements a 556 car parking garage.

“the Tenant will be required to demolish all or a portion of the Existing Park and Ride Facility (other than the I-95 Ramps) provided, however, the Tenant agrees that it will provide access to and from the I-95 Ramps...”

The current Park and Ride Facility is in the middle of the area, and nothing is going to be built unless the Park and Ride Facility is moved from its location. The Conceptual Plan addresses that in Amendment II to the agreement by moving the Park and Ride Facility to the south towards the existing building.

- f) *“Pedestrian Bridge shall mean pedestrian access bridge over Andrews Avenue providing access from the Premises to the Tri-Rail Station.”*

Phase I Improvements is 250,000 square feet, Phase II Improvements is 250,000 square feet and Phase III Improvements is 200,000 for a total of 700,000 square feet of usable area.

- g) *“Public Areas shall mean the aggregate of the (i) Bus Drop Area” which is to be on the existing site “(to be constructed as a portion of the Phase I Improvements). (ii) applicable Park and Ride Facility, (iii) Pedestrian Bridge (to be constructed as a portion of the Phase I Improvements), and (iv) applicable Circulation Areas.”*

There was a certain amount of security in the form of Cash Deposits, Bonds and several Letters of Guarantee provided to FDOT by virtue of this agreement to ensure the completion of these improvements.

- h) *“TCRA shall mean the Tri-County Commuter Rail Authority or any successor or replacement thereof.”*
- i) Section 2, (b): *“..Tenant and its Sublessees obtaining applicable Governmental Approvals for the Proposed Improvements which such parties construct upon the Premises, the parking requirements utilized by the Tenant and/or the Sublessee shall not include the five hundred fifty-six (556) parking spaces which are allocated to the Landlord as a part of the Public Areas as part of its parking count in computing required parking spaces for the Proposed Improvements...”*

Mr. Morgan inquired if according to the Lease Agreement one is allowed to use those parking spaces for some type of non-concurrence use towards the parking that would be required for the actual developer on the site.

Mr. Cummings responded affirmatively and added that the Tenant is required to provide 556 parking spaces exclusive of whatever is required by code and zoning for the specific development they put there and added that SFRTA is supposed to have eventually a car garage with 556 spaces exclusive for the ridership, because they deemed that was what ridership required.

- j) *“Construction of Public Area Tenant shall maintain the Public Areas, provided, however, (i) within sixty (60) days after issuance of certificate of completion or use, as applicable (or similar evidence permitting use of the Pedestrian Bridge) for the Pedestrian Bridge the Landlord shall reimburse the Tenant the Bridge Amount;”*

FDOT is going to give the Tenant 300,000 (three hundred thousand dollars) back after they construct the bridge.

“(ii) in the event this Lease is terminated, then (a) the Landlord would be responsible to maintain any surface parking spaces... (b) in connection with any termination of this Lease prior to the completion of the Phase III Improvements, then the Applicable Sublessee would be responsible to maintain the portions of the Public Areas (other than Surface Parking) which have been constructed as of the date of such termination (... , even if not located within the Subleased Premises of such applicable Sublessee) and the Landlord shall provide access...”

Whatever is built, the bridge, the garage, the bus area, etc, during the 99-year term lease is to be maintained by the developer or whomever they sublease the project to and that no maintenance cost are to ever accrue to the Tri-Rail or FDOT.

The Lease Agreement adds specific start dates.

The construction of the pedestrian bridge was contingent upon receiving appropriate governmental approvals.

- k) Section 6 (d) *“Pedestrian Bridge...Tenant shall construct the Pedestrian Bridge across Andrews Avenue providing access from the Premises directly to the existing pedestrian overpass at the Tri-Rail Station. The Pedestrian Bridge shall be constructed by Tenant at its sole cost and expense subject to Landlord’s reasonable requirements and approval?”*

Mr. Cummings stated that SFRTA was not part of the negotiations; FDOT conducted the negotiations and continued by stating that if SFRTA gave away land with certain assumptions that were to be met, FDOT should comply with the requirements per the Agreement.

- l) Section 6 (k) *“Notwithstanding anything contained herein to the contrary, upon completion of the Pedestrian Bridge, the Pedestrian Bridge shall be the property of the Landlord, subject to Tenant’s obligations as set forth in this Lease. After completion of the Pedestrian Bridge and payment to Tenant of the Bridge Amount, the Tenant shall execute and deliver a standard form bill of sale of the Pedestrian Bridge to Landlord.”*

The Tenant is to maintain the Pedestrian Bridge.

Mr. Cummings stated that the Maintenance of Public Areas, Section 7 (a) of the Lease Agreement states that the Tenant shall maintain these public properties for the duration of the lease term of 99 years. Mr. Cummings stated that he does not have the expertise to assign the dollar amount to 99 years of maintenance but would not recommend FDOT waive this requirement.

Mr. Cummings stated that the Landlord and TCRA, as to the pedestrian bridge only, are to be included as additional insured.

Mr. Cummings stated that this is a well thought Lease Agreement and pointed out that there has been change in personnel at FDOT over the years so several amendments of were negotiated by Mr. Gerry O'Reilly or by Mr. Rick Chesser.

Mr. Cummings continued by outlining some items in the Amendments to the Lease Agreement.

1. Amendment I, April 2000, reads *“... the Pedestrian Bridge contemplated to be constructed under the Lease; provided, however, Tenant shall be required to deliver the Security required by Section 1 (ccc) (ii)”*,

The Completion Date was extended for the release of the Security Deposit.

2. Amendment II, April 2001, has a Conceptual Plan, reiterates the Pedestrian Bridge, the Public Access, the Security Deposit, the Bus Drop off Facility, the Completion Dates and adds “Telco” as a potential tenant. The site plan drawing moves the Pedestrian Bridge to the Drop Off bus area; the air-conditioned waiting rooms are also part of the Conceptual Plan.

3. Amendment III, July 2001 – Extended the Governmental Approval Date.
4. Amendment IV, June 2002 – Extended the Governmental Approval Date.
5. Amendment V, January 2003 - Extended the Governmental Approval Date.
6. Amendment VI, September 2005 - Number 7 (a) *“Tenant shall have the right to relocate up to 268 spaces (“the Relocated Spaces”) of the 556 parking spaces referred to in Section 1 (ff) of the Lease, from the Park and Ride Facility to the west side of Andrews Avenue,”*

FDOT has given the Tenant the authority to relocate to SFRTA’s property.

“The Tenant shall have the right to relocate up to 268 spaces (“the Relocated Spaces”) of the 556 parking spaces referred to in Section 1 (ff) of the Lease, from the Park and Ride Facility to the west side of Andrews Avenue, pursuant to a purchase, sublease, easement or other arrangement reasonably satisfactory to Landlord and Tenant and subject to Landlord approval which approval shall not be unreasonably withheld.”

CCP becomes part of the Lease Agreement through Amendment VI.

7 (b) *“The remaining parking spaces of the 556 parking spaces referred to in Section 1 (ff) shall be located on the Parcel such that they have reasonable uninterrupted access to the I-95...”*

This has not been approved yet however it gave the Tenant the authority to negotiate.

7 (d) *“The Tenant will be required to submit a shared parking study to the Landlord for review and approval prior to the approval of any shared parking proposal.”*

Mr. Smith inquired if Amendment VI was executed.

Mr. Cummings replied that Amendment VI was executed by FDOT Secretary Wolfe and Mr. Michael Masanoff. Mr. Cummings added that this is the first time that CCP was involved in the negotiations and it is the first time that there is a Conceptual Plan and an Alternate Plan allowing for 750 dwelling units.

Mr. Cummings continued:

“Pedestrian Bridge. Should the Park and Ride requirements be modified pursuant to Section 7 (a) and (c) above, the Landlord will revisit Tenant’s obligation to construct the Pedestrian Bridge to connect to the Cypress Creek Tri-Rail Station.”

Mr. Cummings stated that FDOT is saying there may not be a need for the Pedestrian Bridge; FDOT has already given away a 10M dollars garage and they may be about to give away a 3M dollars Pedestrian Bridge.

7. Amendment VII, March 2006 - Extends the Governmental Approval Date and refers to an Alternate Concept Plan.

8. Amendment VIII, October 2006 - Extends the Governmental Approval Date and refers to an Alternate Concept Plan.

Mr. Cummings stated that he requested the Conceptual Plan from FDOT and to this date he has not received it.

9. Amendment IX, March 2007 - Extends the Governmental Approval Date and requires the Tenant to submit the Alternate Concept Plan by July 1, 2007.

Ms. Day, Earth Tech, representing FDOT, stated that as far as she knows, FDOT has not received the most recent conceptual plan.

Mr. Smith inquired regarding the need for an appraisal of the SFRTA-owned parcel.

Ms. Day stated she does not think that FDOT is requiring an appraisal of the SFRTA parcel.

Mr. Cummings continued by outlining some items from the CCP Proposal where CCP will provide 268 parking spaces; will pay for a bus drop off area; will enforce Northwestern's Mutual obligation to construct an east-west access roadway from Powerline Road; will pay for construction of the connection to the existing north-south road off Cypress Creek Road. Mr. Cummings continued stating that CCP will contribute \$1,466,000 towards the construction improvements however; this cost was reduced from what was previously assumed to the SFRTA in the Lease Agreement due to the elimination of the parking garage, the pedestrian bridge and the requirement of SFRTA's responsibility for the maintenance of the relocated parking spaces. Mr. Cummings stated this is an Agreement between FDOT and CCP and added that the SFRTA has not been part of the negotiations and his recommendation to the SFRTA Governing Board is that SFRTA builds its own parking garage.

Ms. Day stated that the new Tenant approached FDOT to explore development possibilities at the site and the sole purpose of the amendment was to open the doors for a future development of the area.

Mr. Morgan stated that agreements between FDOT and CCP ultimately do not affect SFRTA as long as SFRTA is provided with the 268 spaces on the Park and Ride parcel and that the SFRTA has the right to negotiate the utilization of the property owned by the SFRTA. Mr. Morgan continued stating that an appraisal of the property is needed as a guide post as to how SFRTA should proceed with the negotiations and pointed out that the SFRTA Governing Board has instructed the Property Committee to proceed with an appraisal.

Mr. Smith stated that he does not see the need for an appraisal.

Ms. Day stated that FDOT is simply opening the doors through the amendments to allow the developer to explore other avenues to enable FDOT to still get the parking spaces that are committed for the Park and Ride and for Tri-Rail and eventually get the site developed.

Mr. Morgan stated that the original Lease Agreement negotiated in 1999 may no longer be economically viable and the amendments were negotiated to make a more acceptable development option for the property and that FDOT has no intentions to dictate or impose a decision to the SFRTA.

Mr. Cummings stated that the SFRTA is being asked to agree with the relocation of the 268 parking spaces from the Park and Ride Facility to the SFRTA's parcel however; it is necessary to know if a pedestrian bridge will be built before the SFRTA agrees with the use of the parcel for parking spaces. Mr. Cummings also pointed out that the SFRTA needs to be part of the negotiations and that FDOT has encouraged the SFRTA to make a decision however; FDOT needs to inform the SFRTA what is going to be built before a decision can be taken.

Mr. Sayfie stated that it is a common practice for FDOT to request appraisals of land when negotiating lease agreements and that an appraisal will provide the SFRTA with information needed to move forward with the negotiations. Mr. Sayfie stated that he would like to address some of the questions that were raised regarding the agreement with FDOT in writing.

Mr. Smith stated an economic study would be more beneficial than an appraisal but after this discussion he is questioning the reason SFRTA is negotiating at all.

Mr. Sayfie stated that Tri-Rail users will benefit from this transaction and ridership will increase at the station.

Mr. Cummings stated that due to the SFRTA parcel current conditions he will suggest to the SFRTA Governing Board, at its next meeting, to go out with an RFP to construct a parking lot at the parcel.

Mr. Glickman, a Deerfield Beach resident, pointed out that residential is not an option for the area due to noises issues from the Fort Lauderdale Executive Airport.

Mr. Cummings moved to direct staff to proceed with an appraisal of the property; use previous surveys to reduce the cost of the appraisal; consider height limitations and use restrictions for the property. The motion was seconded by the Chair.

The Chair called for further discussion and/or opposition to the motion.

Mr. Smith opposed to the motion.

The Chair declared the motion approved.

The Chair moved the discussions to the next item on the Agenda.

D3 – Mangonia Park Tri-Rail Station Lease and Easement Agreement

Mr. Hutchinson, Greenberg Traurig, provided an update on the negotiations between the SFRTA and Don King Arena, Inc. for the Mangonia Park Tri-Rail Station Lease and Easement Agreement.

Mr. Cummings moved to recommend the SFRTA Governing Board cease negotiations with Don King Arena, Inc. and to withdraw any offers. The motion was seconded by Mr. Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion approved unanimously.

The Chair moved the discussions to the next item on the Agenda.

CONSENT AGENDA	
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.	

C1 – MOTION TO APPROVE: Minutes of Property Committee Meeting of December 15, 2006

C2 – MOTION TO APPROVE: Minutes of Property Committee Meeting of January 26, 2007

Mr. Cummings moved for approval of the Consent Agenda. The motion was seconded by Mr. Smith.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Consent Agenda approved unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

There are no Regular Agenda Items.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I1 – INFORMATION: Station Area Land Use, Zoning & Government-Owned Properties

This item was deleted from the Agenda.

I2 – INFORMATION: Tri-Rail Station Parking and Circulation Study

This item was deleted from the Agenda.

OTHER BUSINESS

There was no Other Business discussed at this meeting.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Reports/Comments from the SFRTA Executive Director.

PROPERTY COMMITTEE MEMBER COMMENTS

There were no Comments from the Property Committee Members.

ADJOURNMENT

The meeting was adjourned at 12:05 p.m.

DRAFT

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
CONSTRUCTION OVERSIGHT COMMITTEE MEETING
MAY 1, 2007

A meeting of the South Florida Regional Transportation Authority (SFRTA/Tri-Rail) Construction Oversight Committee was held at 9:00 a.m. on Tuesday, May 1, 2007 at the offices of James A. Cummings, Inc., 3575 NW 53rd Street, Ft. Lauderdale, Florida 33309.

COMMITTEE MEMBERS PRESENT:

Jim Cummings, Board Member, SFRTA
John Martinez, Board Member, SFRTA (via telephone)

ALSO PRESENT:

Pat McCammon, Segment 5 Contract Administrator, PMC
Roy Heiderman, PMC

CALL TO ORDER

Mr. McCammon called the meeting to order at 9:00 a.m. and stated that this was a Public Meeting of the Construction Oversight Committee.

MOTION TO APPROVE: Minutes of the April 3, 2007 Construction Oversight Committee Meeting.

Board Member Jim Cummings moved for approval of the item. The motion was seconded by Board Member John Martinez.

Hearing no discussion, item was approved.

MOTION TO APPROVE: Change Order No. 19.01 to Agreement No. 01-839 between SFRTA/Tri-Rail and Washington Group International for a deductive lump sum amount of \$105,936.00 to adjust Change Order #19 for actual costs incurred for SID inspection. Change Order #19 was issued on an estimated amount of Not-To-Exceed of \$381,300.00.

Board Member Jim Cummings moved for approval of the item. The motion was seconded by Board Member John Martinez.

Hearing no discussion, item was approved.

MOTION TO APPROVE: Change Order No. 45 to Agreement No. 01-839 between SFRTA/Tri-Rail and Washington Group International for an additive lump sum amount of \$145,439.00 and add five (5) days to the Contract completion time to compensate WGI for five (5) days of delay as a result of CSXT not providing flagging protection.

Board Member Jim Cummings moved for approval of the item. The motion was seconded by Board Member John Martinez.

Mr. Cummings asked if all items presented at today's meeting have all the necessary legal approvals.

Mr. McCammon replied yes.

Mr. Cummings affirmed that all supporting documents for Change Order No. 45 have been verified.

Mr. Martinez inquired if CSXT would be responsible for paying a portion of this amount.

Mr. Cummings stated that a summation of the additional costs caused by CSXT as well as MCI should be done and the Board would direct legal to investigate the possibility of recovery from CSXT.

Hearing no further discussion, item was approved.

ADJOURNMENT

There being no further business to discuss, the meeting was adjourned at 9:15a.m.

DRAFT

MINUTES **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY** **PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING** **MAY 18, 2007**

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, May 18, 2007 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Randy Whitfield, Palm Beach Metropolitan Planning Organization (MPO), PTAC Chair
Mr. Larry Allen, South Florida Regional Planning Council (SFRPC)
Mr. William Cross, SFRTA
Ms. Lynn Everett-Lee, Broward County Transit (BCT)
Mr. Kenneth Jeffries, Florida Department of Transportation, District VI (FDOT)
Mr. Joseph Quinty, SFRTA
Mr. Gustavo Schmidt, Florida Department of Transportation, District IV
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, Florida Department of Transportation (FDOT)
Mr. Enrique Zelaya, Broward Metropolitan Planning Organization (MPO)

ALSO PRESENT:

Ms. Kathryn Coffel, Kettelson & Associates
Mr. James Cromar, Broward Planning Services
Mr. Reed Everett-Lee, Carter & Burgess
Mr. Dan Glickman, Citizen
Mr. Eric Goodman, SFRTA
Ms. Jessica Josselyn, Kettelson & Associates
Mr. Ken Kelgard, HDR Engineering
Ms. Beatriz Kudaka, SFRTA
Ms. Elaine Magnum, SFRTA
Mr. Adam Vest, Kettelson & Associates
Ms. Lynda Westin, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:10 a.m.

ROLL CALL

The Chair requested a roll call by the Minutes Clerk.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Larry Allen moved for approval of the Agenda. The motion was seconded Mr. Gustavo Schmidt.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Dan Glickman stated that he recently attended the SFRTA Marketing Committee meeting, where a main topic of discussion was the Customer Information Network (CIN). He commented that he was very disappointed with direction of the CIN, as it is one of the few ongoing truly regional initiatives, but appears to be in serious trouble. Mr. Glickman said that comments from the meeting included PalmTran has pulled out of CIN, FDOT was pulling out, and BCT would like to pull out. He quoted one of the Marketing Committee members as saying that CIN is a bottomless pit, but a noble effort. Mr. Glickman also stated that he didn’t think the SFRTA Board has been sufficiently made aware of what’s going on with the CIN.

Mr. Jeff Weidner commented that FDOT set up the CIN and is in the process of turning it over to the transit agencies. Mr. Fred Stubbs said that PalmTran is facing serious budget issues, and was not pulling out of CIN, but rather not renewing some of the maintenance issues. Mr. Schmidt asked if this issue should be discussed further as part of today’s agenda. Chairman Whitfield asked if the appropriate SFRTA staff were present to advise on CIN issues. Both Mr. Joseph Quinty and Mr. William Cross indicated that they have not at all been involved with the CIN. Chairman Whitfield then asked if therefore the CIN should be added to the agenda of the June PTAC meeting. There was consensus among the committee to do so. Mr. Schmidt commented that SFRTA would be the ideal agency to run the CIN. Mr. Weidner added that private sector initiatives such as Google Earth and Map Quest are adding transit to their capabilities, and commented that this may allow some of the same services as CIN for free.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of April 18, 2006

A motion was made by Mr. Stubbs to approve the meeting minutes. The motion was seconded by Mr. Schmidt. The motion was called to a vote and carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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None.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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II. - INFORMATION: SFRTA Performance Measures Evaluation

Mr. Quinty introduced the item, which was presented to the PTAC at its November 30, 2006 PTAC meeting, where the peer review portion of the exercise and a draft list of performance measures was submitted to committee members. Mr. Quinty said that the Performance Measures Evaluation findings will be incorporated into the SFRTA TDP Minor Update to be completed this summer. He added that the project has been delayed by difficulty obtaining key SFRTA data, but was happy to have it coming to a close.

Ms. Kathryn Coffel of Kittelson and Associates gave a detailed 32 slide PowerPoint presentation on the findings of SFRTA's Performance Measures effort. She explained that many of the measures were compiled on a fiscal year basis, and some of the fiscal years were altered slightly to match up with when new service was added to the Tri-Rail system. Other basic points mentioned were the fact that revenue hours are the amount of time in service, not including the period going to and from the railyard. Ms. Coffel also pointed out that boardings per revenue hour measures efficiency, and that Tri-Rail's weekend service and similar boardings per revenue hours for weekdays & weekends was very rare in the industry. Mr. Schmidt replied that it reflects Tri-Rail riders not being the typical weekday commuters and having varied work schedules. Mr. Weidner added that it also reflects the large role of the service industry in the region.

Ms. Coffel shared expected findings that on-time performance suffered on both weekdays and weekends during the Segment 5 double tracking construction period. A new measure shared was the number of rail boardings per passenger complaint. Mr. Stubbs asked if it was per verified complaint or overall complaints, with Mr. Quinty replying that it was overall complaints. Measures of parking lot usage were also shared. Mr. Allen commented that he's unsure whether parking utilization was a sign of strong or weak service, as the ideal scenario would be for Tri-Rail patrons to not use their cars at all. Mr. Weidner suggested that fuel costs somehow be included in the analysis.

Findings were also shared showing the coverage of the region's population and employment areas via Tri-Rail and connecting bus service. Ms. Lynda Westin asked if MetroRail coverage was included, which Ms. Coffel explained was not. Multiple committee members also expressed concern about the travel time comparison for Tri-Rail vs. I-95. It was suggested that east-west connecting trips to Tri-Rail should be included, acknowledging that it would not paint as flattering a picture. Mr. Zelaya also thought Tri-Rail's on-time performance should somehow get included in the comparison. Mr. Weidner also asked if vehicle load factor could be incorporated as a measure. Ms. Coffel replied that there was currently insufficient SFRTA data to calculate that measure, and Mr. Quinty noted that he hopes that measure can be included in future years.

12. - INFORMATION: 95 Express Managed Lanes

Mr. Ken Jeffries of Florida Department of Transportation (FDOT) gave a presentation on the 95 Express Managed Lanes effort. He explained that I-95 (from SR 836 to I-595) would have 4 managed lanes and retain the existing number of general purpose lanes. He cited poor conditions south of Golden Glades, as numerous roadways all funnel into I-95. He also noted that the existing HOV+2 lanes are breaking down and the time savings for HOV right now is minimal. Improving transit performance by having buses use the managed lanes and having transit receive a portion of the funds generated by managed lanes were some of the benefits mentioned by Mr. Jeffries. He said the LRTP's ideally call for elevated lanes on I-95, but the huge costs have prompted seeking other ways to manage congestion and add capacity.

Chairman Whitfield asked if the proposed HOV+3 vehicles would have to be registered. Mr. Jeffries replied that those issues are still being looked into, with a special transponder a possibility. Mr. Cross asked what percentage of the current HOV lane vehicles are HOV+3. Mr. Jeffries replied that only 3% of the vehicles are HOV+3. Mr. Weidner commented that he thinks the lanes will encourage a much higher percentage of HOV+3, due to the time and cost savings. He also thinks that an aggressive bus system using the lanes will prompt higher transit ridership. Chairman Whitfield asked if there are plans to expand the HOV+3 requirement beyond the managed lanes into north Broward and Palm Beach. Mr. Jeffries replied that there were no such plans. Mr. Allen asked if the Broward portion of I-95 can handle northbound traffic when the managed lanes end. Mr. Jeffries replied that it will be looked at in modeling efforts, but the primary focus has been the impact of southbound to downtown Miami. Mr. Glickman stated his concerns from the Broward County perspective, saying that he didn't think it was legal to convert HOV lanes to HOT, but only general purpose lanes to HOT lanes. He also said that the Broward MPO has not given its formal support to the managed lanes, and expressed hope that the PTAC would make this an action item today and vote against.

Mr. Jeffries noted that work could begin on the project later this year and could be in operation as early as mid 2008. He also stated that notification of whether or not the federal grant application for the project was successful should occur by August. Chairman Whitfield asked if there were any revenue projections yet. Mr. Jeffries stated that a number of scenarios are being tested, but no formal projections are available. Mr. Weidner mentioned that he had heard potential figures of \$16 million in 2010 and \$70 million by 2030.

13. - INFORMATION: SFRTA TDP Minor Update

Providing a brief update on the project, Mr. Quinty reported that the survey task calculations are close to being completed. He also mentioned that an additional passenger bus/rail intercept survey was being conducted this week. Mr. Quinty also reported that he had not received any recommendations for additions to the study's goals and objectives. He stated that a detailed presentation would be provided next month, as the survey tasks and other items will have been completed.

14. - INFORMATION: SFRTA Strategic Regional Transit Plan

Mr. Quinty also provided a brief update on this item. He thanked the committee for their detailed input on the Strategic Plan at the last PTAC meeting. He mentioned that many of the newly recommended corridors and changes were in the process of being tested. Mr. Quinty noted that he did not receive any further comments or suggestions via e-mail since the last meeting. He said that a detailed presentation

would accompany this item next month, but not necessarily in the full workshop-like format conducted in April.

15. - INFORMATION: 2008 South Florida Transit Summit

Mr. Allen asked that this item be deferred until the June PTAC meeting. There was consensus among committee members to do so.

MONTHLY REPORTS
Action not required, provided for information purposes only.

OTHER BUSINESS

None

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Executive Director Reports/Comments at this meeting.

PTAC MEMBER COMMENTS

Mr. Quinty asked that all in attendance fill out the meeting's attendance sheet. He also announced that public workshops for the Central Palm Beach County Transportation Corridor Study were being held tonight and tomorrow in Wellington and West Palm Beach.

ADJOURNMENT

The meeting was adjourned at 11:55 am.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
MARKETING COMMITTEE MEETING
May 15, 2007

The Marketing Committee Meeting of the South Florida Regional Transportation Authority Board of Directors was held at 2:00 P.M. on Tuesday, May 15, 2007 at the South Florida Regional Transportation Authority, Main Conference Room, 800 Northwest 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT

Bonnie Arnold (Chair), SFRTA/Tri-Rail
Phyllis Berry, Broward County Transit
Lisa Peterson, FDOT

COMMITTEE MEMBERS NOT PRESENT

Lili Agee, Palm Tran
Michael DeCossio, Miami-Dade Transit

ALSO PRESENT

Jessica Dumars, Palm Tran
Dan Glickman, private citizen
Michael Goodman, Bitner Goodman
Robyn Hankerson, Bitner Goodman
Steve Rosenberg, SFRTA/Tri-Rail
Jim Udvardy, South Florida Commuter Services
Jeff Weidner, FDOT

CALL TO ORDER

The Chair called the meeting to order at 2:18 p.m.

MINUTES APPROVAL –

- Prior meeting Minutes were approved

DISCUSSION ITEMS

11. CUSTOMER INFORMATION NETWORK (CIN)

- There have been numerous delays “going live” due to flaws in the system which allows it to plan inaccurate trips or trips bypassing Tri-Rail when it is the most logical system to use.
- The product is still not fully functional. There are still inexplicable problems with the Interactive Voice Response (IVR).
- The maintenance of information is time-consuming for the transit agencies.
- Contract with current vendor, Westwood One Smart Routes, expires in November 2008. The agencies will need to make a decision as to whether to put out an RFP for a new maintenance vendor or bring the maintenance in-house.
- Palm Tran has stated that they will not put any more money into the project when the current contract expires.
- BCT has said they will probably follow Palm Tran’s lead.
- Google Transit which is a fraction of the cost and is reliable, is a viable option. Due to county budget constraints, it is necessary to look into cost-saving measures and a means of providing a dependable source of information for passengers. Apparently, there is no cost to an agency for having its data uploaded. The only possible cost would be to have the data formatted for this system.
- FDOT has said they will cease funding the project when the current contract expires. Ms. Berry stated that her understanding is that if an agency backs out, the remaining agencies will be expected to assume the expense.
- Ms. Berry stated that BCT will continue to supply updated information if asked.
- Alternative technologies need to be researched to determine if there is a more economical system that would provide the same or similar functionality.
- Mr. Glickman commented unfavorably about the lack of regional participation.
- Mr. Weidner stated that PTAC needs to be informed so that they can make a decision on how to inform the Board of Governors about this turn of events.

12. COMMUTER CHALLENGE

- Three van pools will be used for FDOT on Thursday, May 17th. NBC6 will be doing a story on the same day by riding along with a Tri-Rail rider, an MDT rider, a van pool rider and a car pool. It will be interesting to see the end result and which rider will actually be used in the story.
- Ms. Arnold stated that Joseph Giuliatti was interviewed on WXEL the prior week when a caller stated that they rode both Tri-Rail and a carpool and was hoping to get a tape of the

interview. Mr. Udvardy stated he had the interview on tape and would secure a copy for Ms. Arnold.

- Mr. Weidner said that a BCT and a Tri-Rail blitz had taken place.
- Ms. Arnold showed the voucher that passengers can print from the website allowing them free travel on Tri-Rail on May 17th as well as transfer onto Metrorail. Copies are allowed. In addition, with the coupon and the purchase of a medium or large iced coffee at Dunkin' Donuts, a free donut is given.
- Radio remotes will take place on WRMA at Metrorail Station, WLYS at Ft. Lauderdale Station and WEAT at West Palm Beach. Dunkin' Donuts will be a Metrorail and Ft. Lauderdale Station, giving out free coffee and donuts.
- Tri-Rail will be doing a "meet and greet" at the Metrorail Station as well as having a salsa band during the afternoon rush hours.
- Sunny News will be setting up a tent at the West Palm Beach Station with free ticket giveaways as well as promotional items supplied by the agencies.
- SFCS received a proclamation from the Mayor of Broward County to make Thursday Commuter Challenge Day.
- BCT will participate by zeroing in on the county employees by advertising on Sunny News that anyone who purchases an all-day pass and mails the pass to BCT, will be provided with promotional items and a free 10-ride pass to encourage them to ride again. Mr. Glickman suggested that when the person sends in for the free ride pass, a self-addressed stamped envelope should be included which would contain a few questions for the rider, such as frequency of travel, whether they are a first-time rider, etc. In this way, during these times of budget crunch, Broward County as an employer, would have substantial data to support this kind of participation in the future. Ms. Berry stated that this is the usual procedure for any of BCT's promotions.
- Ms. Peterson said that she and Mr. Udvardy are developing a "calendar of events" which will be of use to all the agencies. Mr. Weidner stated that if three or four days could be chosen per year, they would be given a 30-day build-up allowing for resources in advance.
- Ms. Arnold stated that any materials that were created, stated that the Tri-Rail ticket is not good for transfer onto Palm Tran or BCT, but allows for transfer onto Metrorail by presenting the Tri-Rail ticket to the ticket agent at the Metrorail Station, who will then give the passenger a transfer.
- Mr. Weidner expressed his concern that he has not heard any talk of Commuter Challenge on 940 AM, the talk-radio station he listens to. Mr. Udvardy enumerated all the stations and print media that are advertising this event and said he has received 7000 responses to-date. Mr. Weidner suggested that in the future, people be asked if and how they have heard of Commuter Challenge. He also suggested using the VMS along I-95. To get a large turnout, Mr. Weidner suggested a blast to the three counties' employees. Mr. Udvardy stated that an e-mail was sent to all three counties' employees as well as the school systems already.

13. DUMP THE PUMP

- This event will take place on June 21st. The "tool kit" is up on APTA's website.
- This year's focus will be on the environment, rather than on gas prices.
- The logo will be used on the t-shirt. A voucher will be posted on the website.

- Palm Tran will place a half page ad in the June 8th edition of the Palm Beach Post announcing Dump the Pump Day. This ad will contain an entry form. All entries received by June 29th will be eligible to win a 31-Day QUIK Pass. There will be 10 winners selected.
- Mr. Udvardy stated that SFCS has a database of about 30,000 e-mail addresses and can easily e-mail any promotions or events for which the agencies supply details. He asked whether “green” cities are being targeted for campaigns and advised that there is a website www.goinggreen.com which can be logged onto for information toward this end.

I4. SMART CARD

- Some good concepts are ready to be shown to the focus groups after the Memorial Day weekend. The agency executive directors will see the designs next for their input and then they will be presented to the SFRTA Board of Governors. Although BCT and Palm Tran will not partake in Smart Card from its inception, the chosen design will be compatible with their agencies also.
- Mr. Glickman asked whether project progress updates have been made available. Ms. Arnold stated that Renee Matthews who is the project manager, has been providing weekly updates at the SFRTA/Tri-Rail Senior Staff Meeting. Technical and design aspects are reported by Ms. Matthews. Ms. Arnold stated that one of her goals is to have the design concept and marketing plan by December 2007.

I5. TRAIN AND BUS SCHEDULE / ROUTE UPDATES

- Palm Tran Routes 50 and 42 have had changes.
- A promotion will take place for the routes that serve Palm Beach and South Palm Beach by giving free rides for two weeks. A passenger survey will take place next week for origin/destination information.
- Hopefully late night and weekend Palm Tran service will not have to be cut due to budget cuts. Ms. Arnold expressed her concern about buses that service PBIA if service cuts do take place.
- If a Palm Tran increase is approved, fares would go from \$1.25 to \$1.50 for a single ride and the all-day fare would go from \$3.00 to \$3.50. This would entail much reprinting of collaterals that mention the fare structure.
- Tri-Rail’s new schedule is expected to go into effect on June 4th. A reception will probably take place at IGFA at the Ft. Lauderdale Airport Station to celebrate this huge milestone.
- FDOT is constructing a Tri-Rail shuttle bus stop in its parking lot. A shelter and pad is being purchased. Mr. Weidner has been working with Tri-Rail’s Marcin Gadek and James DeV Vaughn relative to the design and placement. This is the Tri-Rail Cypress Creek SW Route.

AGENCY REPORTS

BROWARD COUNTY TRANSIT

Ms. Berry was not present for this part of the meeting.

FDOT

- Ms. Peterson stated that the applications and proposals were e-mailed to all the MPOs this year and they in turn were relied upon to send them out to their respective cities.
- Four discretionary grant programs exist:
 - Park and Ride (could be 100% funded)
 - Transit Corridor (could be 100% state funded, although matches are being sought). This is for new regional service.
 - Service Development (50/50) (This would be a marketing grant)
 - Intermodal (for two modes) i.e. a Tri-Rail Station and a bicycle facility
- These funds become available in July 2008.
- Applications are due by June 13, 2007.

MIAMI-DADE TRANSIT

No representation at this meeting.

PALM TRAN

Comments contained above.

SOUTH FLORIDA COMMUTER SERVICES

Comments contained above.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

- Ms. Arnold handed out the new schedule showing the increase from 40 to 50 trains per day.

OLD BUSINESS

None

NEW BUSINESS

None

With no further comments, the meeting adjourned at 3:40 p.m.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
OPERATIONS TECHNICAL COMMITTEE MEETING
May 24, 2007

The regular Meeting of the South Florida Operations Technical Committee meeting was held on Thursday, May 24, 2007, at 10:00 a.m., at Nova University, NSU Horvitz Administration Building, located at 3301 College Avenue, Davie, FL 33314.

COMMITTEE MEMBERS PRESENT:

Gerry Gawaldo, Palm Tran
Brad Barkman, SFRTA
Jeff Weidner, FDOT IV
Steve Alperstein, MDT
Jim Udvardy, SFCS
Sabrina Kirkpatrick, SFCS/City of Boca
Jay McArthur, Amtrak
Israel Hernandez, BCT
Rich Passero, SFEC/TMA

COMMITTEE MEMBERS ABSENT:

Peter Wolz, BCT
Larry Penso, SFEC/TMA
David Cherry, City of Coconut Creek
Scott Aronson, Delray Beach
Annette Coates, PBSB
Larry Skipper, CSX
Wayne Blalock, FEC
Tom Kirk, Amtrak
Les Hollingsworth, Sun Trolley
Sue Olley, West Palm Beach
Sharon Lanciano, Lake Worth
E. Bryant, Plantation
Joy Puerta, Boca Raton
Margee Adelsperger, Boynton Beach

ALSO PRESENT:

Jim DeVaughn, SFRTA
Paul Manger, Amtrak
Dan Glickman, Public
Margaret Ferrara, SFRTA

CALL TO ORDER

The Chair, Gerry Gawaldo, Operations Technical Committee, called the meeting to order at 10:10 A.M.

MATTERS BY THE PUBLIC Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting. Mr. Glickman spoke, but did not wish to fill out a card.

CONSENT AGENDA

C1 – MOTION TO APPROVE – Minutes of Operations Technical Committee March 22, 2007 were approved. Sabrina Kirkpatrick made a motion to approve the minutes and the motion was seconded by Jay McArthur. **The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the motion carried unanimously.**

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if desired.

INFORMATION/PRESENTATION ITEMS

Action not required, provided for information purposes only. The Chair added Hurricane Preparedness on the Agenda as Item 8.

INFORMATION DISCUSSION ITEMS

1. Lake Worth Station bus & parking access Jeff Weidner - FDOT

- Temporary Lot
- Pavement Parking Plans were shown to committee
- Access to Lake Worth High School
- There are two access paths
- Buses have access to the station
- There is only one bus bay in the plans, Jeff to check this
- Student and Tri-Rail parking will be separated with sliding fences
- There will be a security guard on the premises
- Park & Ride rezoning
- Surplus land offered to the City when Project is over – the City will have first choice of the lot
- If City is not interested, it could be open for redevelopment
- Demographics on lake very desirable property
- City does not want a park & ride on the lot

Note: Brad will bring this information at the SFRTA staff meeting/property committee meeting. At this point, the Chair called for introductions.

2. Corridor Dispatch / Dispatch Product Update

- Several questions from Dispatch Product bidders are being addressed
- There is a change of venue for the Dispatch Center from Hialeah to Pompano Beach / SFRTA main headquarters
- SFRTA held a site visit with the vendors
- This item will be brought to the July Governing board meeting
- There are several interested bidders
- Amtrak is already onboard dispatching the New River Bridge
- Amtrak will dispatch the entire corridor when negotiations are complete
- Other dispatch centers use similar wireless packages
- Simple application all infrastructure is in place –use of existing towers and apply for radio frequency licenses

3. New Schedule Update

- Waiting for inter-track fences
- New DMU equipment
- Saturday will conduct DMU test trains
- New Schedule will be ready to go June 4th

- Equipment had some mechanical problems - already cleared
- Brake testing and equipment ready to roll
- MDT would like Tri-Rail to consider starting new schedule on a Sunday in the future
- Bus operators need a transition period for new schedule bus/ train schedule
- Base service might lead to expand weekend service in the future
- Weekend schedule – earlier trains for commuting passengers
- Memorial Day will run holiday schedule (Sat./Sun. schedule will be similar)
- Palm Tran is cutting service due to budget restraints
- Palm Tran has \$7 million dollar reduction in budget – could discontinue Sunday service

Palm Tran, BCT and MDT all start new schedules on Sunday. Tri-Rail is encouraged to begin all new service on Sunday.

FDOT is considering pilot program – toll roads on I95. Public hearing at the end of the month and then it will go into final stages. Revenues will go directly to transit improvements. Concern was expressed that the project could divert ridership from Tri-Rail.

4. Shuttle Connections

- Added a shuttle at Cypress and Fort Lauderdale
- Fort Lauderdale Airport new train headways will meet more buses
- Distributed handout transfer time between train and bus
- FDOT requested more detailed report for train discrepancies
- Jim DeVaughn to add the fixed routes in the detailed report

5. Cypress Creek Bus Connections – Westside Feasibility

- SFRTA corporate office will not be relocated to Cypress Creek station
- Discussion of this will be brought to the SFRTA Property Committee
- Property Manager is requesting more information from SFRTA
- Public Access to the station on the west side
- There is an access road and SFRTA will have temporary use of the existing paved lot, should be fit for all shuttles
- Need to bring all feeder buses (22) passenger
- Fixed routes will not have access to this area
- Passengers will have permission to use the Westside

Jay McArthur requested discussion on No. 8 Hurricane Preparedness.

- 6. Hurricane Preparedness

- SFRTA will update the contact list by sending it to all members for revision
- Conference call is set up every twelve hours and more frequent – several calls with CSX – get the call to shut down service
- Evacuation routes for each county on the map (shown to group)
- When storm is severe and service is suspended, gates come down at 35 mph
- FDOT/SFRTA would coordinate through Tallahassee if there is a mass evacuation – FDOT is aware of the equipment and availability of Tri-Rail to move people out of the State – limited
- Challenge is where do you bring them once they get to the far north destination?
- Service suspension will be coordinated with the bus service / trains
- If Dispatch Center is affected trains will be suspended
- What is the contingency plan if the tracks are out of service/bus plan?

7. Park-N-Ride ownership and space availability
 - Will have some direction at the next meeting?
 - What locations are exempt?
8. Boca Raton / Tri-Rail Station parking information requested:
 - Will SFRTA allow non-Tri-Rail riders to utilize the parking at the station as a park & ride facility?
 - Will the signage at the station indicating the parking is for Tri-Rail riders only remain in the parking or be changed to include van pool, etc?
 - Can this station be promoted as a park & ride facility?
 - Suggestion from Dan Glickman – to use FDOT / government parking lots for van pool services, etc. – is security a question?
 - Suggestion to use the FDOT space for limited housing – other opportunities
 - Unofficial park and rides at shopping centers/malls

Information from research will be discussed at the next meeting.

9. Air/Sea Show and SunFest Review
 - a. Ridership down from last year 1,000 passengers
 - b. Costs increased, demand decreased
 - c. SunFest – low ridership figures on bus and train

10. UPDATES: PALM TRAN, PBCS, BCT, MIAMI-DADE, TMA, SFEC, SFCS, Trolleys and Community service:

Next month's proposed agenda items:

1. New Schedule - Bus /Train connections
2. Dispatch of Corridor
3. Possible Study for Stations (FDOT)
4. Van Pool Transition Plan and Statistics
5. TMA's Ridership Plan / Statistics
6. Lake Worth Station
7. Miami/Tri-Rail station relocation
8. Cypress Creek Station – Transit Parking Improvements
9. HOV/Toll Roads on I-95
10. SFRTA Towing Policy
11. Standardized Signs at Park and Rides / Tri-Rail stations / Boca Raton
12. Alternative Utilization of Government Parking Spaces
13. Florida Contingency Evacuation Plan -Hurricane Preparedness
14. EOC Updated Contact List

OTHER BUSINESS:

Hurricane Preparedness

COMMENTS/NEW BUSINESS

OPERATIONS TECHNICAL COMMITTEE MEMBER COMMENTS

Next Meeting Date: **Thursday, July 26, 2007 @ 10:00 MDT.**

ADJOURNMENT - the committee adjourned at 11:40 a.m.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Information Item ☒ Presentation

PRESENTATIONS FROM SHORTLISTED FIRMS FOR
RFP 07-516 "GENERAL COUNSEL LEGAL SERVICES"

SUMMARY EXPLANATION AND BACKGROUND:

On March 23, 2007, the Board approved the issuance of Request for Proposal (RFP) No. 07-516 for General Counsel Legal Services. Per the RFP, staff is to evaluate the proposals submitted, prepare a shortlist of at least three firms, and forward the shortlisted firms to the Board for oral presentations, final evaluation, ranking and selection.

On May 18, 2007, SFRTA received six proposals for the subject RFP from the following firms:

- Berger Singerman P.A.
- Gray Robinson P.A.
- Greenberg Traurig P.A.
- Ruden McClosky et al
- Shutts & Bowen LLP
- Williams Wilson & Sexton P.A.

On June 1, 2007, the Evaluation/Selection Subcommittee met to perform the initial evaluation and shortlisting in accordance with the criteria provided in the RFP document. At least three proposals deemed responsive, responsible and receiving the highest score were to be short-listed and forwarded to the Evaluation/Selection Committee (Governing Board) for oral presentations, independent evaluation, ranking and further consideration for award. As a result, four proposing firms have been shortlisted and are now invited to make oral presentations. The four shortlisted firms are:

- Greenberg Traurig P.A.
- Ruden McClosky et al
- Shutts & Bowen LLP
- Williams Wilson & Sexton P.A.

Each firm will make a five minute presentation of their proposal to the Board, followed by ten minutes for questions and answers. The shortlisted firms will make their presentations in alphabetical order. At the conclusion of the presentations, the Evaluation/Selection Committee shall vote on the final ranking of the short-listed Proposers based upon the oral presentations, the evaluation criteria, information received from the Evaluation/Selection Subcommittee and an independent evaluation of the proposals.

EXHIBITS ATTACHED: Exhibit 1 – Evaluation/Selection Subcommittee's Shortlist
Recommendation

PRESENTATIONS FROM SHORTLISTED FIRMS FOR
RFP 07-516 "GENERAL COUNSEL LEGAL SERVICES"

Recommended by: _____
Department Director Date

Authorized by:  6-8-07
Executive Director Date

Approved by:  6/7/07
Contracts Director Date

Approved as to Form by:  6/8/07
Staff Counsel Date



Date: June 1, 2007

To: Joseph Giuliatti, Executive Director

From: Evaluation and Selection Subcommittee

Subject: RFP 07-516 for "General Counsel Legal Services"
Evaluation and Selection Subcommittee Shortlist Recommendation

The purpose of this memorandum is to present to the Executive Director for approval the Evaluation and Selection Subcommittee's shortlist recommendation for the subject solicitation, which consists of Greenberg Traurig P.A., Ruden McClosky Smith Schuster & Russell P.A., Shutts & Bowen LLP, and Williams Wilson & Sexton P.A. Upon the Executive Director's concurrence with the Evaluation and Selection Subcommittee's results, the shortlisted firms will be invited to make a presentation to the SFRTA Board (Evaluation and Selection Committee).

Nature of Procurement

The purpose of this Request for Proposal (RFP) is to contract with a qualified law firm for General Counsel legal services. General Counsel legal services shall be performed, managed and supervised by a designated Representative and such partners, associates and employees of General Counsel assigned to SFRTA matters. The term of the Agreement will be three (3) years with two (2) one (1) year option periods.

Procurement History

SFRTA began advertising this Request for Proposal (RFP) on April 13, 2007. Advance notice was sent to 12 firms from SFRTA's vendor database/referral list and 167 firms received notice via Demandstar. The RFP was also publicly advertised in three local newspapers and the Florida Administrative Weekly. Ten (10) firms purchased the RFP document and six (6) proposals were received on May 18, 2007.

The proposals were submitted to SFRTA by:

- Berger Singerman P.A.
- Gray Robinson P.A.
- Greenberg Traurig P.A.
- Ruden McClosky Smith Schuster & Russell P.A.
- Shutts & Bowen LLP
- Williams Wilson & Sexton P.A.

An Evaluation and Selection Subcommittee was established by the SFRTA Board at the March 23, 2007 meeting and consisted of the following members:

Jack Stephens, Deputy Executive Director
Diane Hernandez Del Calvo, Director of Administration
Dan Mazza, Director of Engineering & Construction
Edward Woods, Director of Finance & Administration
Mary Jane Lear, Director of Human Resources

After an individual review of the proposals by each member, the Subcommittee met on June 1, 2007 to perform the evaluation. The evaluation and shortlisting was performed in accordance with the evaluation criteria listed in Exhibit 1 of the RFP as follows:

1. Experience, Performance and Qualifications (Maximum 25 points)
2. Organization, Staffing and Office Location (Maximum 25 points)
3. Legal Approach and Performance Plan (Maximum 25 points)
4. Cost (Maximum 25 points)

Analysis

The average scores given by the Evaluation and Selection Subcommittee for the six proposing firms are provided in the table below.


	Criteria No. 1 Experience, Performance and Qualifications	Criteria No. 2 Organization, Staffing and Office Location	Criteria No. 3 Legal Approach and Performance Plan	Criteria No. 4 Cost	Total
Shutts & Bowen	20	22	22	19.2	83.2
Greenberg Taurig	24	23.5	23.5	11.9	82.9
Williams Wilson Sexton	20	17	20.5	25	82.5
Ruden McClosky	20	22.5	23.5	15.5	81.5
Gray Robinson	19.5	18	15.5	16.3	69.3
Berger Singerman	18	20	20	0	58

Based on the requirements of the RFP that a minimum of three proposals are to be brought to the Board for evaluation, and the fact that there is a clear grouping of scores in the 80 point range, the Subcommittee recommends that the top four firms be shortlisted.

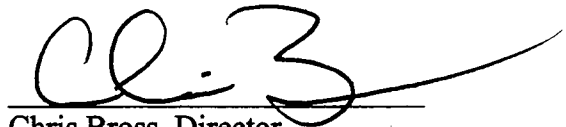
Determination

For the reasons set forth above, the Evaluation and Selection Subcommittee has determined that the following firms should be shortlisted for RFP No. 07-516 for General Counsel Legal Services: Greenberg Traurig P.A., Ruden McClosky Smith Schuster & Russell P.A., Shutts & Bowen LLP, and Williams Wilson & Sexton P.A.

Approved by:

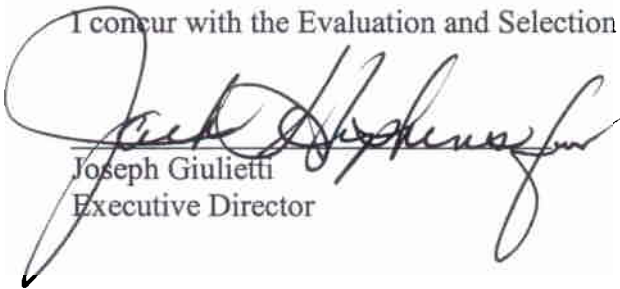


Diane Hernandez Del Calvo, Director
Administration



Chris Bross, Director
Procurement

I concur with the Evaluation and Selection Subcommittee's recommendation:



Joseph Giuliatti
Executive Director

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☐ Information Item ☒ Presentation

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

SUMMARY EXPLANATION AND BACKGROUND:

On May 26, 2006, the South Florida Regional Transportation Authority (SFRTA) Governing Board approved a funding agreement between SFRTA and the Palm Beach Metropolitan Planning Organization (MPO), authorizing work to commence on the Central Palm Beach County Transportation Corridor Study. Since that time, PB Americas, Inc., a SFRTA General Planning Consultant (GPC), has performed a rapid bus service implementation study within the Central Palm Beach County Transportation Corridor. The study is now nearing completion.

The Central Palm Beach County Transportation Corridor extends west from downtown West Palm Beach, between Okeechobee and Forest Hill Boulevards, just past SR 7 to an area including the Mall at Wellington Green. The study's purpose has been to address transportation needs in the corridor by developing transit improvements, perhaps high capacity transit in an exclusive lane or guideway, and to connect it to other regional transit services such as Tri-Rail. Such improvements would make transit a more attractive and viable option for travelers by improving service reliability to provide efficient operations. It would enable transit to form a vital part of a multi-modal transportation system that includes roadways, bicycle and pedestrian elements.

As part of the study, numerous alternatives were developed utilizing the four major east-west arterial roads in the corridor: Okeechobee Boulevard, Belvedere Road, Southern Boulevard, and Forest Hill Boulevard. (Light rail alternatives along these alignments were examined early in the study effort, but a thorough review of the study area and comparison of existing light rail projects in North America determined that the population and employment densities in the corridor are far too low to be considered for light rail.) These alternatives were presented at multiple rounds of public workshops held in West Palm Beach, Wellington, and Royal Palm Beach.

(Continued on Page 2)

EXHIBITS ATTACHED: Exhibit 1 - Corridor Study Memo, May 25, 2007
 Exhibit 2 - Corridor Study Alternatives Maps
 Exhibit 3 - Corridor Study Alternatives Comparison
 Exhibit 4 - Presentation (to be provided under separate cover)

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

A thorough stakeholder outreach effort has also been conducted, including meetings with elected officials in the study area, members of the local business community, and owners/operators of potential park and ride locations, such as the Mall at Wellington Green and the South Florida Fairgrounds. Input was also gained from a Project Advisory Committee consisting of staff from the MPO, SFRTA, PalmTran, Palm Beach County Traffic Engineering, FDOT, and the Treasure Coast Regional Planning Council. Periodic presentations were also made to the MPO Technical Advisory Committee (TAC) and SFRTA Planning Technical Advisory Committee (PTAC). Study updates were also provided as informational items at the MPO Board Meeting on February 15, 2007, and the SFRTA Governing Board Meeting on February 23, 2007.

Throughout June, study findings and recommendations are being presented to the MPO TAC, SFRTA PTAC, PalmTran Service Board, MPO Board, and SFRTA Governing Board. SFRTA Planning staff and project team members from consulting firm PB Americas, Inc. will be on hand to conduct the presentation on June 22.

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

Recommended by: Dan Mazza 6-8-07 Approved by: N/A
Department Director Date Contracts Director Date

Authorized by: [Signature] 6-8-07 Approved as to Form by: _____
Executive Director Date General Counsel Date

Page 3

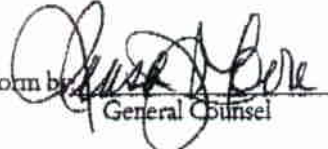
AGENDA ITEM NO.

CENTRAL PALM BEACH COUNTY TRANSPORTATION CORRIDOR STUDY

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by:  6/6/07
General Counsel Date

Introduction

The Palm Beach Metropolitan Planning Organization (MPO) and the South Florida Regional Transportation Authority (SFRTA) are nearing completion of the Central Palm Beach County Transportation Corridor Study. The focus of this study is to develop a transit service implementation plan for the transportation corridor which extends from downtown West Palm Beach (including the Tri-Rail Station), between Okeechobee and Forest Hill Boulevards, along U.S. 441 and continuing on to the Mall at Wellington Green.

The proposed preferred alternative consists of three parts:

1. Phased build out of Tiers 1-3 of service and infrastructure around a modified version of the Okeechobee Boulevard Alignment (Alternative 1)
2. Development of a "Super Express" service to operate primarily on Southern Boulevard during peak periods.
3. Implementation of additional local bus service in the Forest Hill Boulevard Corridor, including single route service connecting Forest Hill to downtown West Palm Beach and the Congress-Australian commercial area.

These recommendations and the analysis supporting them is described below.

Purpose and Need

The Central Palm Beach County Corridor population and employment growth trends are projected to continue over the next 20 years. This increase in population and employment will further increase the predominant east-west travel demand on the limited roadway network that currently is approaching or exceeds capacity at peak period travel times. The majority of travel lanes on the east-west roadway segments now vary in width from six to eight travel lanes and are "built out" due to right of way constraints such as adjacent development and the cost of acquisition. As a result, traffic is anticipated to continue to increase, generating additional congestion and lengthening travel times.

The study's purpose is to address transportation needs in the corridor by developing transit improvements, perhaps high capacity transit in an exclusive lane or guideway, and to connect it to other regional transit services such as Tri-Rail. Such improvements would make transit a more attractive and viable option for travelers by improving service reliability to provide efficient operations. It would enable transit to form a vital part of a multi-modal transportation system that includes roadways, bicycle and pedestrian elements.

Description of Alternatives Considered

The project alternatives considered within the Central Palm Beach County Corridor include the major east-west arterials (Okeechobee Boulevard, Southern Boulevard, Belvedere Road and Forest Hill Boulevard) with a western terminus at the Mall at Wellington Green and an eastern terminus of downtown West Palm Beach via the Tri-Rail station. Initially, 10 alternative alignments were developed, of which four were determined to be considered for analysis to estimate travel demand, capital, and operational costs.

Each of the alternatives utilized SR 7 with access to a proposed park-and-ride facility at the South Florida Fairgrounds with the exception of the Forest Hill Alternative. All alternatives provided some level of service to Congress/Australian corridor with the exception of the Okeechobee Alternative, since this alignment provided a more direct connection to the Tri-Rail station. The station stop locations were located at major intersections and spaced approximately one-mile apart or greater.

The service levels for the alternatives were based upon three tiers (Tier I, Tier II, and Tier III) (Table 1). Each tier has defined service span and frequency as well as specific capital improvements to enhance the level of transit service and travel time. For example, Tier I assumes transit service within existing travel lanes with upgraded stops and improved pedestrian crossings, while Tier III considers major infrastructure improvements such as an exclusive busway with fare vending machines at bus stops.

Table 1 Tiered Service Characteristics

Service Improvement Options	Proposed Service Span - Weekday	Proposed Service Span - Saturday	Proposed Service Span - Sunday	Proposed Peak Headway (Minutes)	Proposed Off-Peak Headway (Minutes)
Tier I	5:00 AM to 10:00 PM	7:00 AM to 7:00 PM	No Service	20	60
Tier II	5:00 AM to 10:00 PM	7:00 AM to 7:00 PM		15	40
Tier III	5:00 AM to Midnight	7:00 AM to 10:00 PM	7:00 AM to 7:00 PM	10	30

Evaluation of Alternatives

The evaluation matrix lists ridership estimates at each of the three tier levels for each of the four tested alternatives. The estimates show that the new service would attract both new riders and some existing PalmTran passengers for whom the new service would be more frequent and more direct. Ridership increases in response to the more frequent service levels and station improvements in Tier II, and the significant time savings and more frequent service associated with development of the busway in Tier III. As the estimates show, ridership for each corridor more than triples between the Tier I level and Tier III. The estimates found that stations from Haverhill west were primarily origin, or boarding, stations, while stations east of Haverhill either were balanced or were primarily destination stations. The stations at downtown West Palm Beach, and the West Palm Beach Tri-Rail station had the greatest number of trips destined to them. Stations at Congress and Australian also generally were major destination stations.

Between the corridors, the estimates show that the Okeechobee service probably would draw slightly fewer riders overall and fewer new riders than the other corridors, with the Southern and Belvedere alignments in the middle and Forest Hill enjoying the highest ridership. The reasons for this are the interplay between the existing PalmTran service and the proposed services. Currently, Okeechobee has the best transit coverage of the four corridors. Existing Route 43 provides a transit connection between the Mall at Wellington Green and downtown West Palm Beach and covers much of the alignment of Okeechobee. The ridership estimates indicate that some existing transit users would continue to use their existing local bus routes, as that service would continue to provide a faster and more direct trip than the proposed new service. For other existing riders and for many new riders, the new service would provide a more attractive service.

The alternatives proposed for Southern, Belvedere, and particularly Forest Hill, represent more of an improvement over existing service, and thus attract more of both existing riders and new riders. On Southern and Belvedere there are significant portions of the alignment that currently are not served by PalmTran service. On Forest Hill, existing Route 46 provides coverage along

Forest Hill Boulevard throughout the corridor, from the Mall at Wellington Green to US 1, but does not provide a direct connection to downtown West Palm Beach, the West Palm Beach Tri-Rail station, or the important destination areas along Congress and Australian. Connections to these areas are provided by transfers to other, north-south running routes. By providing this direct connection, the proposed new service on Forest Hill is providing service to the portion of the market along Forest Hill that consists of choice riders, who would like a direct connection to the Congress-Australian Corridor but would not use a service that required transfers between bus routes.

The ridership estimates also compared terminal stations at each end of the alternatives. The estimates found that extending the downtown service from the West Palm Beach Tri-Rail Station to the center of downtown West Palm Beach (Banyan/Dixie) results in about a 10% increase in ridership, regardless of the alternative. This further indicates the strong preference potential bus passengers show for services that provide them with a "one seat ride" allowing them to reach their destination without transfers. Extending the services west beyond the Mall at Wellington Green to the Wellington Community Center resulted in only a 2% increase in ridership. While an additional station at Wellington Community Center probably would not be worth the cost, Wellington Community Center is a viable alternative to the Mall at Wellington Green should it be impossible to locate a park-and-ride station in the mall area.

Recommendation

The proposed preferred alternative consists of three parts:

1. Phased build out of Tiers 1-3 of service and infrastructure around a modified version of the Okeechobee Alignment (Alternative 1)
2. Development of a "Super Express" service to operate primarily on Southern Boulevard during peak periods.
3. Implementation of additional local bus service in the Forest Hill Corridor, including single route service connecting Forest Hill to downtown West Palm Beach and the Congress-Australian commercial area.

Implementation would begin with operation of the Tier 1 service in the Okeechobee Road alignment, with service originating from the Mall at Wellington Green and operating north on SR 7 and east on Okeechobee. The proposed preferred route is modified to provide improved passenger distribution in the Palm Beach International Airport (PBIA) and central Australian Corridors, running south from Okeechobee to a station stop at PBIA; east through the airport to Australian and north to a station stop at Australian and Belvedere; and north on Australian to a station stop near Australian and Okeechobee before continuing east on Okeechobee to Parker and north to the Tri-Rail station. The route would then continue east on Banyan to Dixie for a final stop in downtown West Palm Beach. This service would operate initially at a 30 minute headway during peak periods and 60 minutes off peak and on Saturdays.

When funding becomes available and warranted by ridership, Tier 2 improvements would concentrate on station improvements in the Okeechobee corridor. The most controversial element of this is the implementation of peak period bus-only lanes in the corridor and signal priority systems, which would significantly increase travel speeds for buses operating in the corridor. Traffic studies would be required to estimate the extent of traffic disruption of these facilities on through traffic and, in the case of signal priority systems, on crossing traffic. Tier 3 improvements, including construction of dedicated bus lanes on existing or new right of way, would be implemented when funding is available and when warranted by transit ridership. These could be implemented all at once or in a series of phases over a number of years,

perhaps as a series of queue jump facilities developed at the most congested intersections along the corridor.

A third bus each peak hour originating from the Mall at Wellington Green would operate as a "Super Express" service making even fewer stops between Wellington Green and downtown West Palm Beach, and operating on the faster Southern Boulevard alignment. The proposed service would stop only at the following stations:

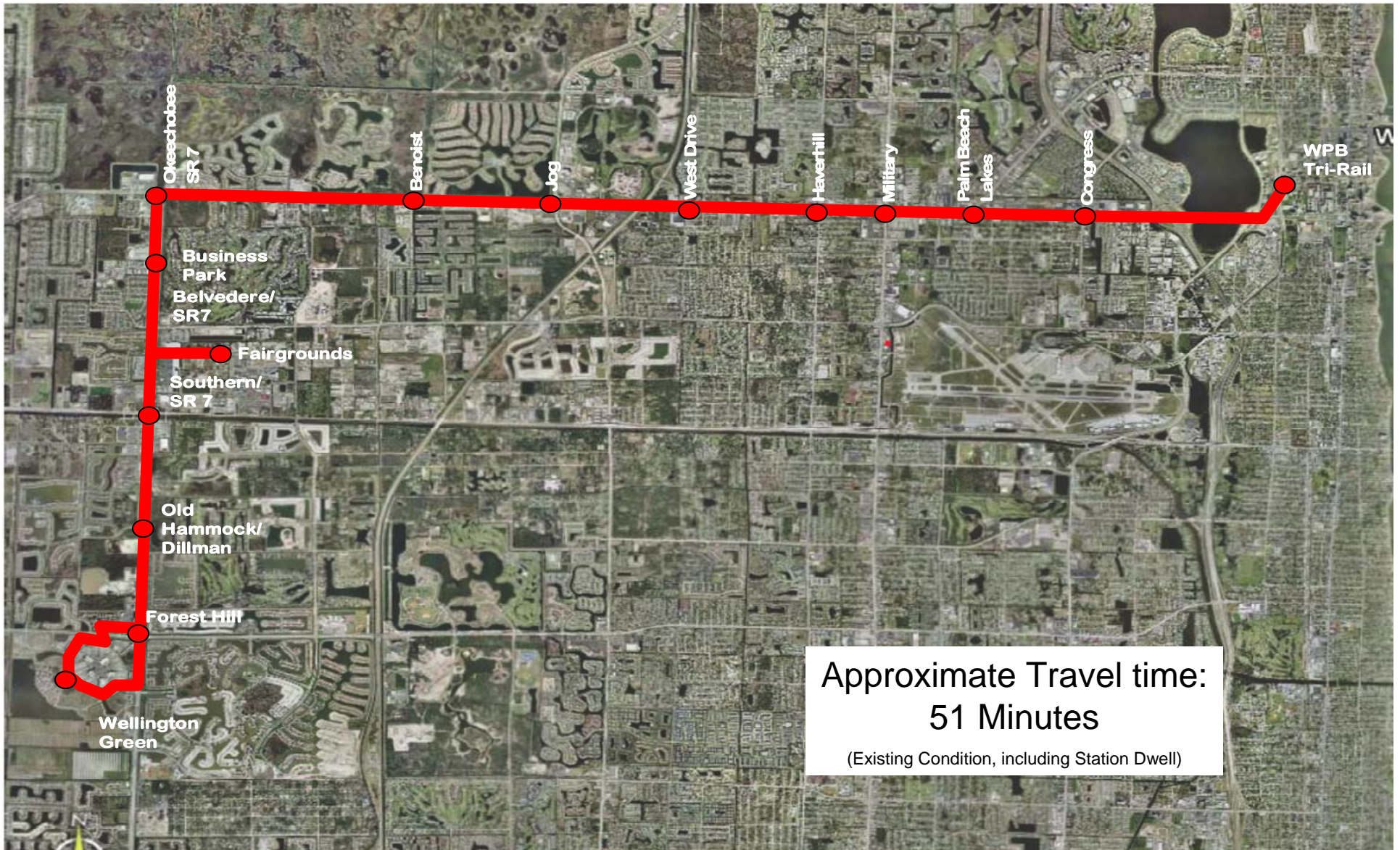
- Mall at Wellington Green
- South Florida Fairgrounds
- Southern at Congress
- Australian at PBIA (request stop only)
- Australian at Belvedere
- Australian at Okeechobee
- West Palm Beach Tri-Rail
- Downtown West Palm Beach

Under normal traffic conditions this "Super Express" route could make the trip from the Mall at Wellington Green to Downtown West Palm Beach in as little as 35 minutes. This super express service would operate only during peak periods and would not operate on Saturdays.

The third element of the service in the study area involves provision of more frequent transit service in the Forest Hill travel corridor. Ridership estimates indicate a demand specifically for direct service to both downtown West Palm Beach and to the commercial areas along Congress and Australian in the eastern portion of the study area. While no specific service recommendations are offered as part of this project, the study recommends that future service modifications by the area transit operators include local bus service providing direct transit connections to this corridor, and/or increased service frequencies (to less than 10 minutes on connecting routes) to ease transfers between east-west and north-south routes.

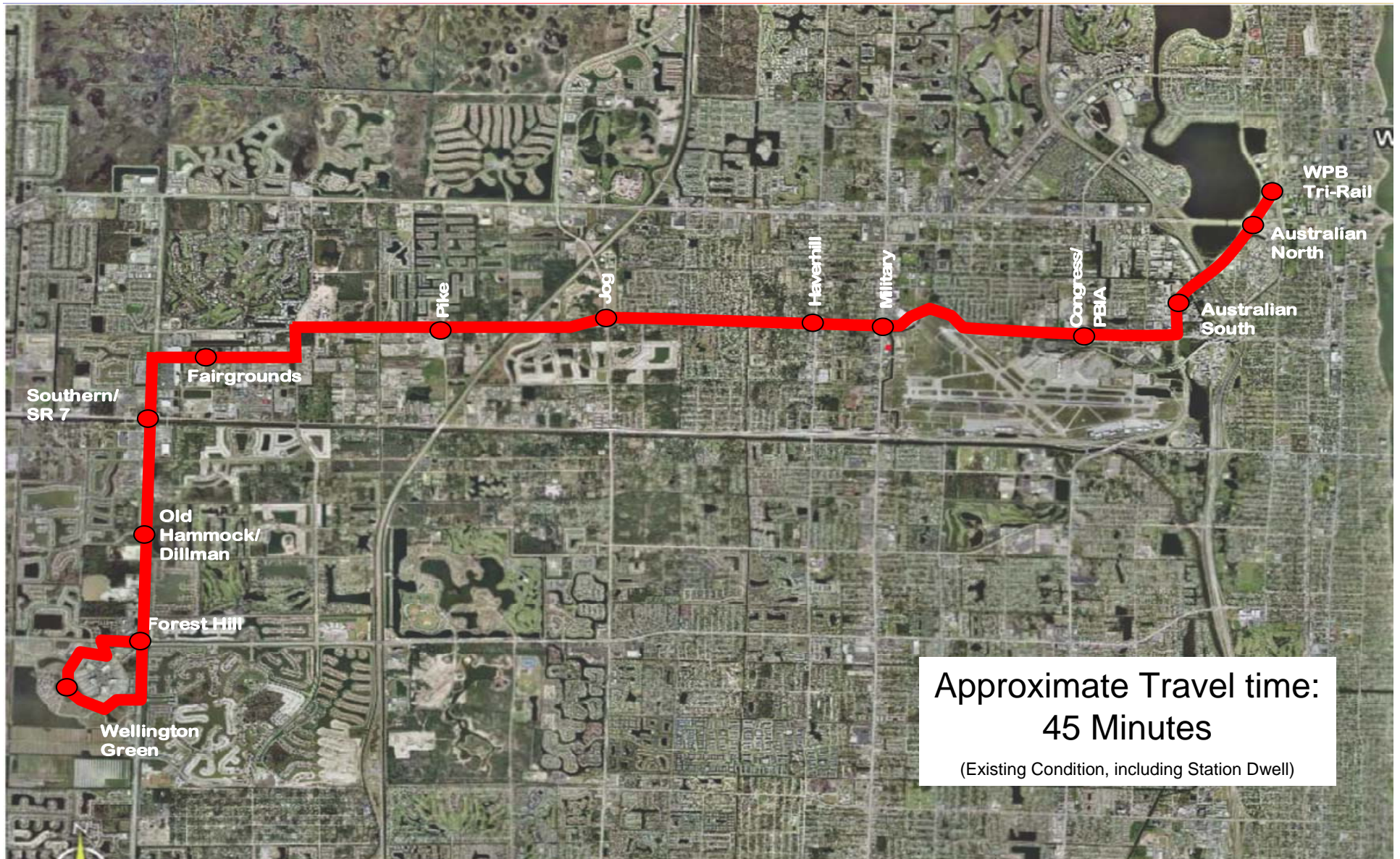


Alternative 1 - Okeechobee Boulevard



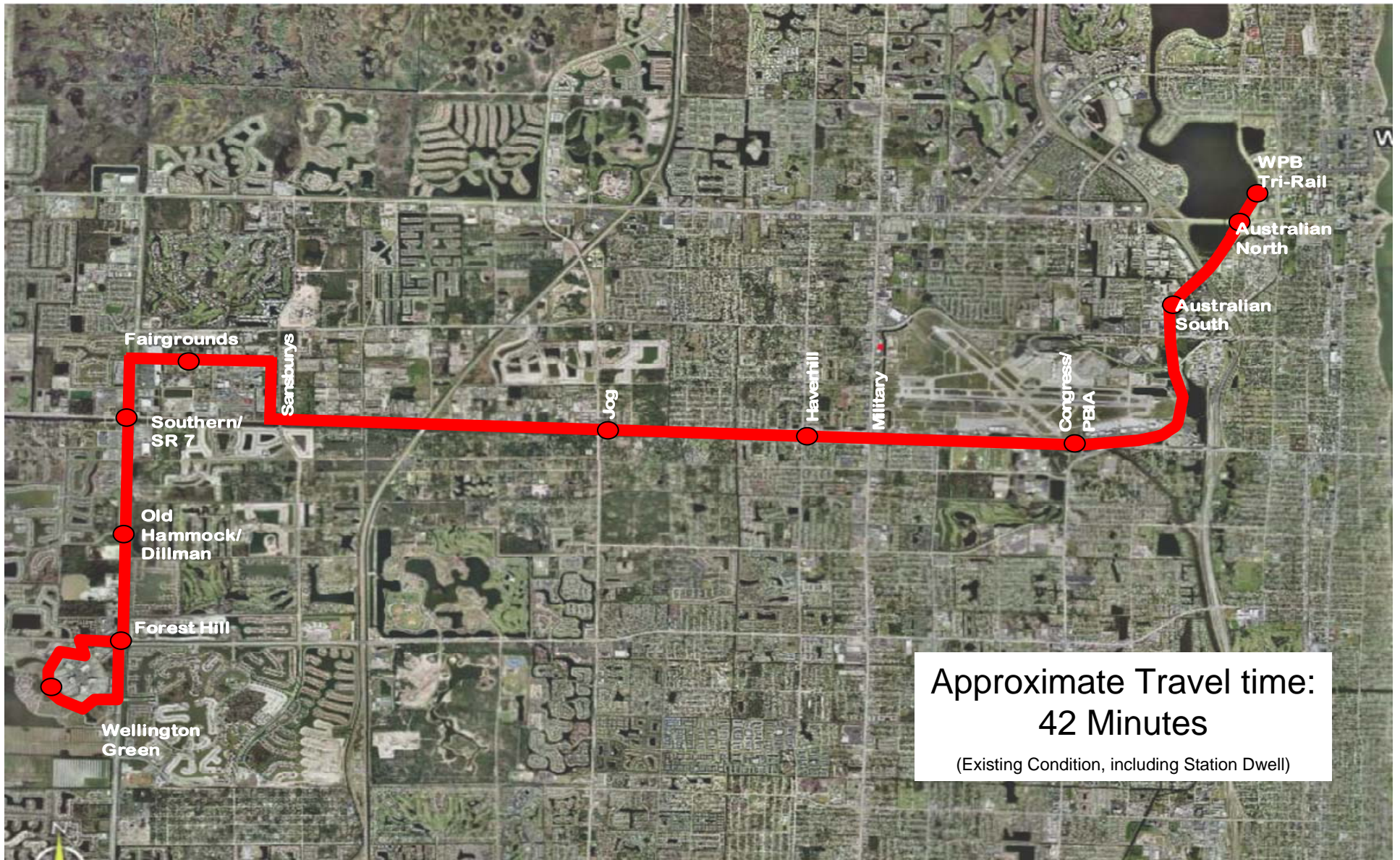


Alternative 2 - Belvedere Road



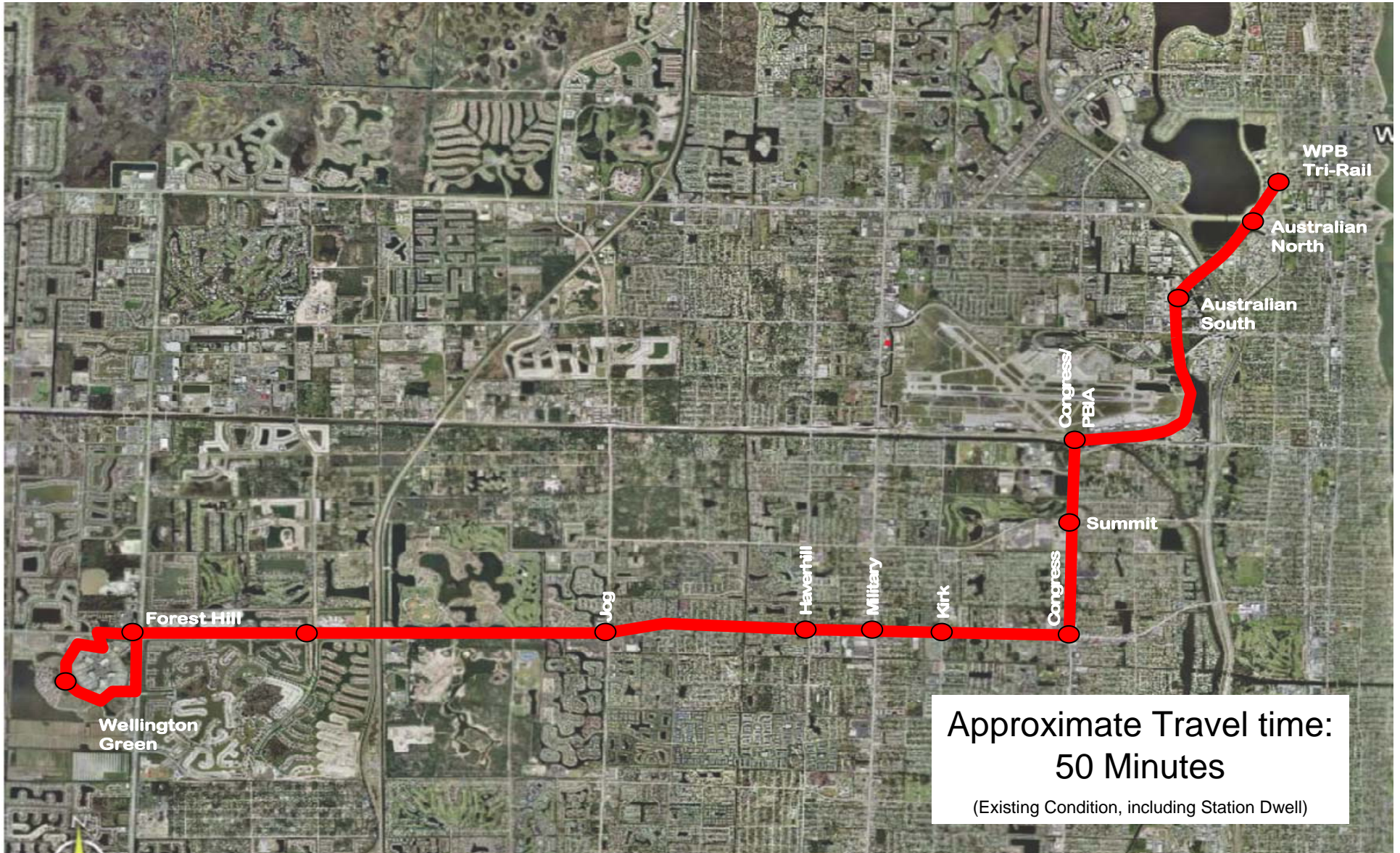


Alternative 3 - Southern Boulevard



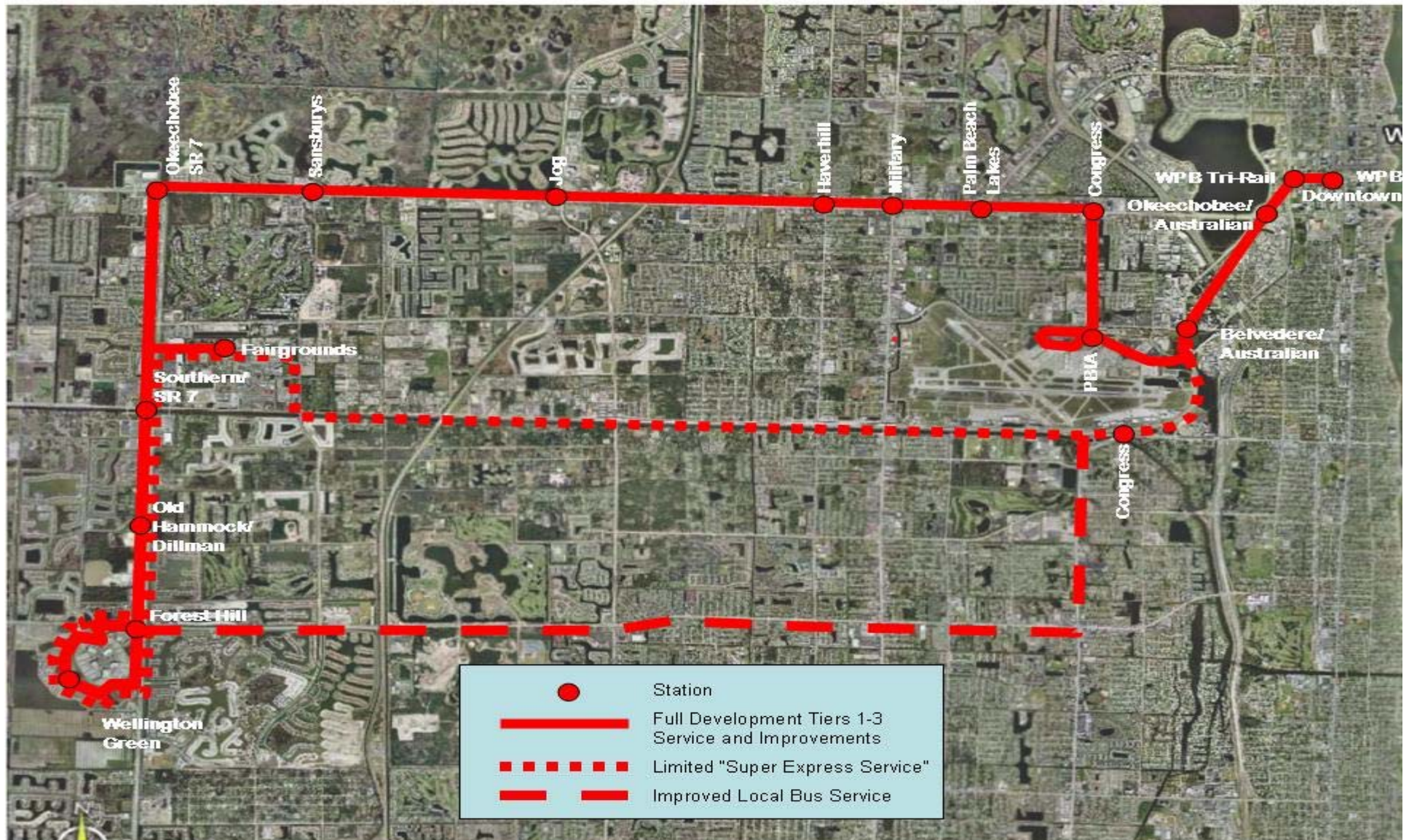


Alternative 4 - Forest Hill Boulevard





Recommended Alternative



Central Palm Beach County Transportation Corridor Study

Exhibit 3

CONCEPTUAL EVALUATION

ALTERNATIVE CHARACTERISTICS/COMPARISON

Factors	Alternatives											
	Okeechobee 1			Belvedere 2a			Southern 4a			Forest Hill 5a		
	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
Physical Characteristics												
Length (miles)	14.8			13.3			13.4			14.1		
Station Stops (no.)	11			13			11			13		
No. of Peak Vehicles Required (quantity)	6	7	8	6	6	7	5	6	6	6	6	7
Traffic Impacts												
Intersections Crossed (no.)	20			22			18			26		
Travel Demand												
New Line Ridership	3,250	4,450	5,300	3,750	5,200	6,150	3,650	4,950	5,900	4,100	5,650	6,700
New Transit Trips	1,450	2,200	2,850	1,750	2,650	3,550	1,750	2,650	3,550	2,050	3,050	4,050
Operational Considerations												
Average Operation Speed (mph)	15.1	17.4	23.4	15.6	18.6	25.7	16.4	19.1	27.7	16.6	19.7	26.4
One-Way Travel Time (mins) (peak)	59	51	38	51	43	31	49	42	29	51	43	32
Roundtrip travel Time (mins) (peak)	118	102	76	102	86	62	98	84	58	102	86	64
Station Area Demographics												
2000 Total Population within 1/2 mile of stations (no.)	13,419			10,881			8,841			26,015		
Minority Population within 1/2 mile of stations (no.)	5,903			4,479			3,066			7,135		
Low Income Population within 1/2 mile of stations (no.)	2,393			1,920			1,098			2,447		
2000 Employment within 1/2 mile of stations (no.)	20,801			19,241			16,936			31,248		
System Cost (millions of 2007 \$'s)												
Vehicle Cost	\$2,325,645	\$2,713,253	\$3,100,860	\$2,325,645	\$2,325,645	\$2,713,253	\$1,938,038	\$2,325,645	\$2,325,645	\$2,325,645	\$2,325,645	\$2,713,253
Cost of Improvement	\$3,034,355	\$6,206,748	\$93,909,140	\$3,074,355	\$6,104,355	\$88,496,748	\$2,821,963	\$5,784,355	\$89,694,355	\$3,074,355	\$6,064,355	\$86,946,748
Total Capital Cost	\$5,360,000	\$8,920,000	\$97,010,000	\$5,400,000	\$8,430,000	\$91,210,000	\$4,760,000	\$8,110,000	\$92,020,000	\$5,400,000	\$8,390,000	\$89,660,000
Total Cost Per Mile	\$362,162	\$602,703	\$6,554,730	\$406,015	\$633,835	\$6,857,895	\$355,224	\$605,224	\$6,867,164	\$382,979	\$595,035	\$6,358,865
Operations & Maintenance Cost												
Annual Operation	\$1,441,774	\$1,836,097	\$2,539,366	\$1,386,409	\$1,597,083	\$2,247,475	\$1,231,451	\$159,459	\$2,060,337	\$1,411,053	\$1,585,022	\$1,629,561

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☒ Information Item ☐ Presentation

TRI-RAIL STATION LOCATION CRITERIA

SUMMARY EXPLANATION AND BACKGROUND:

As part of its 2007 Transit Development Plan (TDP) Minor Update currently under development, South Florida Regional Transportation Authority (SFRTA) Planning and Capital Development staff and consultant Gannett Fleming have been working to produce criteria for the location of Tri-Rail stations and some station amenities. SFRTA currently has no such criteria for its existing and proposed future stations.

The primary purpose of developing criteria is to have a benchmark against which to consider proposals for new stations, whether they are initiated by SFRTA, a local government or a private developer, and to provide proposers with an idea of the level of investment involved in creating a new properly functioning station. Such criteria can also help evaluate the effectiveness of existing Tri-Rail stations.

A peer review was conducted to determine how other commuter rail agencies address this issue. A key finding is that there is no agreed upon industry standard for station location criteria. Additionally, no commuter rail system was found to have a formalized list of criteria that fully encompasses the addition, retention, and elimination of stations. However, a number of commuter rail agencies were found to have criteria that apply to the addition, retention, or elimination of stations. The following criteria were found to be applied by other commuter rail agencies:

- Distance between stations
- Minimum daily boardings
- Station access
- Parking spaces, bus bays, and kiss & ride
- Signage
- Station components
- Station area land use
- Other site design standards

These criteria were reviewed to determine their applicability to Tri-Rail. In the attached Draft Station Criteria Technical Memo, details are provided for these criteria and recommendations are made for SFRTA criteria.

(Continued on Page 2)

EXHIBITS ATTACHED: Exhibit 1 - Draft Station Criteria Technical Memo

TRI-RAIL STATION LOCATION CRITERIA

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

Governing Board members' input is sought so that these criteria can be included as part of the 2007 TDP Minor Update document, scheduled to be brought to the SFRTA Governing Board in August for review and endorsement. The SFRTA 2007 TDP Minor Update will be submitted to the Florida Department of Transportation by September 1, 2007.

TRI-RAIL STATION LOCATION CRITERIA

Recommended by:	<u>Dan Mazza</u>	Approved by:	<u>N/A</u>
	<u>6-8-07</u>		
	Department Director Date	Contracts Director Date	
Authorized by:	<u>[Signature]</u>	Approved as to Form by:	
	<u>6-8-07</u>		
	Executive Director Date	General Counsel Date	

Page 3

AGENDA ITEM NO.

TRI-RAIL STATION LOCATION CRITERIA

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by:  6/6/07
General Counsel Date

SFRTA TDP 2007 UPDATE TECHNICAL MEMORANDUM – STATION LOCATION CRITERIA

The following addresses Scope Item 3.8 *Tri-Rail Station Location Criteria*, which reads:

The Consultant will review existing SFRTA standards for locating stations and for the facilities and amenities provided at station locations. From this analysis, a set of recommendations will be developed pertaining to the criteria for the addition, retention and elimination of Tri-Rail stations. The criteria will include consideration of operational, revenue, cost, and community impacts of new and existing stations.

The primary purpose of developing criteria is to have a benchmark against which to judge proposals for new stations when they are raised either by a local government or a private developer, and to provide proposers an idea of the level of investment involved in creating a new properly-functioning station.

SFRTA has no existing criteria relating to station locations. Therefore, through internet research and phone interviews, existing criteria for peer commuter rail stations were obtained for background information. Systems reviewed included:

- Trinity Railway Express – Dallas/Fort Worth
- Virginia Railway Express – Northern Virginia
- Coaster – San Diego
- Souder – Seattle
- Northstar – Minneapolis/St. Paul
- SEPTA – Philadelphia
- NJ Transit – New Jersey

The first four systems listed are regarded as peers of the Tri-Rail system in **TCRP Report 100 - Transit Capacity and Quality of Service Manual**. Northstar, SEPTA, and NJ Transit were also included as systems with extensive criteria.

The initial finding upon peer review is that *there is no agreed-upon industry standard for station location criteria*. Additionally, no reviewed system had a formalized list of criteria used for addition, retention and elimination of stations. Some systems have criteria for new stations; others have standards for station elimination. But no reviewed system's location criteria matched the requirements of this task. Therefore, a set of criteria has been created which combines elements from each system, modified to best suit Tri-Rail system conditions.

Reviewed criteria varied in both addressed elements and in applicability to Tri-Rail. The following station location criteria are addressed in at least one system's standards and were considered for inclusion in SFRTA criteria:

Distance between stations

- Minimum daily boardings
- Station access
- Parking spaces, bus bays, and kiss-ride
- Signage

In addition, a criterion has been added related to track geometry.

1. Distance Between Stations

Criteria for station spacing should balance operational and market forces. Shorter distances between stations increase the number of people with easy access to a station, but slow travel times. Larger distances between stations allow higher train speeds, but provide more limited access. Station spacing criteria should ensure that neither extreme occurs.

Northstar, Trinity Railway Express (TRE), and SEPTA address station spacing in their criteria. Northstar's manual, *Advanced Corridor Planning Guidelines*, states that spacings of 2.5 to 3 miles are relatively standard throughout the commuter rail industry, though there is no data source provided with the statement. Of note, the Northstar study recommends 5-mile spacing in areas outside the Twin Cities CBD. TRE's Service Standards Manual (Draft) indicates an average station spacing of 3.6 miles, with a range from 0.75 to 7.1 miles. However, no maximum or minimum spacing is developed. SEPTA's spacing criteria relates to the type of surrounding development within ½ mile in urban areas, 1-mile in suburban areas and 2-miles in rural areas. However, it should be noted that the typical SEPTA line is less than 20 miles in length and serves far more densely populated areas than those found in southern Florida.

On the Tri-Rail system, station spacing ranges from 1.4 miles (between Sheridan Street and Hollywood) to 7.6 miles (between Hollywood and Golden Glades), with an average spacing of 4.1 miles. Feedback from agency staff suggests that the distance between Hollywood and Golden Glades is too far and that an interim station should be considered.

Suggested Criteria:

Tri-Rail should adopt a spacing criteria that is similar to its peer systems; spacing between 3 and 4 miles is appropriate to this corridor and recommended as a standard. However, given development pressures in the area, particularly in the residential and commercial markets, station spacing should be dictated in large measure by development potential and the resulting ridership. Station spacing as little as 2 miles should be considered on the condition that the proposed station provides adequate new ridership; however, spacing less than two miles should be disallowed due to operational issues such as adverse travel times.

There is no need to establish a maximum criteria for Tri-Rail. The maximum distance between stations on the existing system is 7.6 miles which occurs between the Hollywood and Golden Glades stations. Discussions have taken place regarding adding an interim station, but there should be no requirement to do so.

Impacts to Existing Stations:

The 2 mile minimum would make the Hollywood-Sheridan Street spacing the only two stations that would be non-compliant. However, in looking at other system criteria, SEPTA allows a station to remain open if closing it would make the distance between remaining stations too far. Closing Hollywood would increase the distance between Golden Glades and the next station in the northerly direction. Since the spacing between Golden Glades and Hollywood is the greatest distance between stations on the entire system already, such a change would not be recommended. Closing Sheridan Street Station would also be undesirable, since Sheridan Station has significant available parking. Both these stations should remain, but the close spacing might impact the decision to make improvements, especially long-term, high-cost

improvements to significantly expand parking capacity at the Hollywood Station. It should also be noted that both the Hollywood and Sheridan Street stations were upgraded (to include elevators and pedestrian bridges) as part of Tri-Rail's double tracking project.

The 2-mile minimum would also suggest that no new station should be considered between Mangonia Park and West Palm Beach, Deerfield Beach and Pompano Beach, Fort Lauderdale Airport and Sheridan Street, Sheridan Street and Hollywood, Golden Glades and Opa-Locka, Opa-Locka and MetroRail Transfer, MetroRail Transfer and Hialeah Market, and Hialeah Market and Miami Airport.

A minimum 2-mile spacing would suggest there are opportunities for new stations between existing stations that are more than four miles apart, and especially between the stations that are furthest apart such as between West Palm Beach/Lake Worth, Boynton Beach/Delray Beach, and Hollywood/Golden Glades which are all over six miles apart.

Two of these locations are among the locations already under discussion for new stations:

West Palm Beach - Lake Worth

Originally there was a Palm Beach International Airport station between these stations, but it was closed in Fall 1999 for a highway improvement project. There have already been discussions about opening a station to serve the airport and surrounding employment in the vicinity of the original location.

Hollywood - Golden Glades

A number of locations have been looked at in both Broward and Miami-Dade Counties. Ives Dairy Road and Hallandale Beach Boulevard are two potential locations. A gaming-related DRI initiated discussion of a station in this vicinity, with funding for a new station proposed as part of the project's traffic mitigation.

In addition, two other locations have been raised as places for potential stations, these are:

Boca Raton – Deerfield Beach

The City of Boca Raton is looking at a possible location for an additional station with a Multi-modal Transit District in the vicinity of Glades Road.

Pompano Beach – Cypress Creek

The developer of the Racino at the Pompano race track has expressed an interest in a station close to the race track to bring casino customers to the facility.

All of these locations are to be evaluated in the new station evaluation task performed for the TDP update.

2. Minimum Daily Boardings

Only NJ Transit and SEPTA address minimum daily boardings as a criterion for station openings. SEPTA has a straightforward standard of 75 minimum boardings/alightings per day, regardless of station type, in order to keep a station open. NJ Transit's boarding standards are more complicated, with stations organized into five classifications from A to E based on a handful of criteria, with A requiring over 1,000 boardings in the peak hour and E over 125 peak hour boardings.

Tri-Rail has no stations with daily boardings as low as the SEPTA standard. Peak hour boardings for Tri-Rail were not obtained. Hialeah Market is the lowest performing Tri-Rail station at 103 daily boardings, followed by Opa-Locka's 127 boardings. The Tri-Rail average is 352 and the median is 353 with a maximum of 883 at Metrorail Transfer.

June 6, 2007

Costs associated with existing stations are significantly different from the costs associated with building a new station, since the capital costs of construction cannot be recaptured by closing a station. Thus the criterion for keeping a station that already exists, open should be lower than that adopted for building a new station. In addition, the consideration of a new station is further complicated by the level of investment and the potential contribution of funding from outside sources.

Suggested Criteria for Existing Stations:

The recommended minimum standard for keeping a station open is 100 daily boardings. This standard would indicate that all current stations meet the standard. However, the Hialeah Market station with daily boardings of 103 is very close to this minimum. This station is one of the few on the Tri-Rail system without elevators and a bridge structure over the tracks. No such investment is required because south of Metrorail Transfer Tri-Rail runs mostly on a single track with all boardings from only one platform at the Hialeah Market station. However, in the event that this section is double-tracked in the future, necessitating additional station infrastructure at the Hialeah Market station, it would be prudent to investigate the potential for increasing ridership at this location prior to making such a significant investment. The next most underutilized station is Opa-Locka with ridership of 127 boardings per day. This station was recently upgraded, during the double-tracking project, to have elevators and a bridge structure. Though it could be hard to justify building a station at this location, the investment is already in place and the station should remain open, at least until such time as its ridership drops below the 100 boardings per day threshold.

Suggested Criteria for New Stations:

A separate, more stringent, criteria should be used for the creation of new stations. As a rule, any new station should have the potential to at least maintain or preferably enhance overall ridership levels on the system. This would suggest that any new station should have projected ridership at or above the system-wide average. This would indicate ridership projections of 350 daily boardings at least upon completion of proposed development in the vicinity of the station.

There are a number of scenarios whereby the 350 daily boardings standard could be raised or lowered and should therefore be considered as a starting point for discussions with communities or developers interested in a new station location, rather than a hard-and-fast rule. These considerations include:

- Special purpose stations which fulfill a specific need, such as, the potential re-establishment of a Palm Beach International Airport station,
- Potential private or non-Tri-Rail contributions to the cost of building a new station,
- The level of investment necessary to locate a station at a specific location

In summary, rather than setting a hard criterion, 350 projected daily boardings should be considered as a starting point for discussion with entities interested in pursuing new station locations. The requirement could be negotiated down for financial contributions to capital cost and up for stations requiring more than a minimal investment. Minimal investment being defined as a station at a grade crossing with no need for elevators and bridge structures.

3. Station Access

Access from the surrounding community is addressed by NJ Transit and Northstar. Both address multi-modal access including bicycle and pedestrian in addition to vehicular. The following criteria from these other systems are relevant to the Tri-Rail system:

- Wherever possible, stations should be located adjacent to existing railroad grade crossings to minimize the need for costly station infrastructure and to maximize visibility of the station for customers arriving by automobile.
- Access points should be located on collector roads or minor arterials and not on major arterials or on residential streets. Traffic analysis should be conducted at each proposed station area to evaluate the roadway impacts associated with a new station.
- A complete network of pedestrian pathways and bicycle lanes or routes should connect the station to all neighborhoods within a ¼-mile radius of the station. Pedestrian paths should be a minimum of 5-feet in width.

Suggested Criterion:

All three of these criteria have merit for the Tri-Rail system and are recommended for consideration by Tri-Rail with the modifications suggested below.

Location Relative to Grade Crossings

Wherever possible, stations should be located adjacent to an existing railroad grade crossings to minimize the need for costly station infrastructure and to maximize visibility of the station for customers arriving by automobile.

Street Access

Access points should be located on collector roads or minor arterials and not on major arterials or on residential streets. Though Tri-Rail ridership removes cars from the roadway network and in theory reduces congestion, changes in traffic patterns could result in localized issues close to the entry points to station parking lots. Therefore, traffic analysis should be performed in order to ensure that access and egress points in the immediate vicinity of the station parking lots do not overwhelm local streets or reduce level of service at adjacent intersections.

The collector roads and minor arterials utilized for access to stations should be designed to accommodate buses and should preferably allow existing bus routes to access stations with minimum divergence from their existing routes.

Bicycle and Pedestrian Access

A complete network of pedestrian pathways and bicycle lanes or routes should connect the station to all neighborhoods within a ¼-mile radius of the station, where feasible. Areas that are separated from the station by major arterials or I-95 can be exempted if no safe route can be feasibly created. Pedestrian paths should be a minimum of 5-feet in width.

4. Track Geometrics

Though this is not addressed in the criteria for other systems, the location of a station on a curved section of track, especially where tracks are super-elevated for speed of travel, creates a design problem and safety issues at platforms and for boarding customers.

Suggested Criterion:

Stations should be located on tangent sections of track where there is no super-elevation and good sight distance in either direction up and down the track from stations platforms.

5. Parking Spaces, Bus Bays and Kiss-Ride

In the documents obtained from other agencies, only Minneapolis and NJ Transit address parking spaces, kiss-ride and bus stop bays. Both suggest actual numbers should be based on needs at

specific station locations. While this is a reasonable approach, it may also be worth having a minimum number of parking spaces, kiss-ride drop-off spaces, and bus bays for a station so that the cost of providing these facilities is considered when determining the viability of a new station proposals. Several criteria address bus circulation, emphasizing the need to prioritize bus circulation, and placing bus stops as close to station platforms as possible.

In addition to the number of parking spaces, maximum walking distance from parking to the station should be considered. Both NJ Transit and Minneapolis address a maximum walking distance from the most remote parking space to the platform of 1,200 and 1,000 feet, respectively. Severe weather is stated as a reason for Northstar's 1,000 foot standard. Several existing Tri-Rail stations have far greater walking distances between the most remote spaces and the station platform. These remote spaces are typically not utilized. At Cypress Creek, for example, the most remote space is more than 1,500 feet from the station platform.

Suggested Criteria:

Parking Spaces

The number of parking spaces at Tri-Rail stations today varies widely, from a minimum of 41 at Metrorail Transfer Station to a maximum of 556 at Cypress Creek Station. Utilization also varies widely, with over 25% of stations having a parking occupancy of 90% or above (typically 90% occupancy is regarded as 'fully occupied'). Taking the 10 stations with parking having 200 or less spaces the average occupancy of these parking lots is 77% (and 83% if Hialeah Market Station is removed from the equation). On the other hand at the 8 stations with more than 200 spaces occupancy averages only 40.5%. This is at least an indication that parking lots with more than 200 spaces are not likely to be fully occupied for the foreseeable future.

For new stations ridership will continue to rely heavily on private automobile parking, and as such is essential at new stations, even if they are developed as part of a dense TOD. Without any parking a Tri-Rail station would never reach a reasonable level of daily boardings or provide service to the surrounding community. The recommended requirement for new stations is 200 spaces, however, in specific circumstances this number could be reduced for special purpose stations or if developers can demonstrate that the surrounding development will generate enough walk on traffic to provide the required ridership with only limited parking availability. This is an unlikely scenario in the near term future.

For existing stations there are many constraints in terms of available land for parking that limit the possibility of adding more spaces. Existing stations should be looked at on an individual basis and new parking added based on current occupancy rather than on a numeric standard for a number of spaces.

Tri-Rail should adopt a 1,000-foot criterion for the maximum distance from the station platform to the most remote parking space. Summer conditions can be harmful to some passengers, especially seniors and children, if they are over-exposed to heat, humidity and sunlight.

Bus Bays

Tri-Rail stations typically have at least three bus bays at each station. However, it appeared on site observation that only one or two of these bays are in simultaneous active use. As such, a minimum standard of two bus bays with priority bus stops would seem to be a reasonable minimum standard, with more bays provided depending on the number and bus routes and frequency of service at the station.

Kiss - Ride

Kiss - ride access is addressed in other criteria, but with no specific standard as to number of spaces. Tri-Rail typically provides kiss-ride spaces at its stations. The only kiss-ride criteria

should be that some access continues to be provided at new stations, with preferential locations in relation to long-term parking.

Circulation for buses, taxis, kiss-ride and parking should be segregated as much as practically possible within the station site.

6. Signage

There are a number of issues relating to signage, both way-finding signage directing patrons to stations and at stations themselves. The location of and access to some Tri-Rail stations makes them hard to find for first-time users. A well-designed way-finding signage system would make finding stations much easier. In addition, consistent entry signs and on-site signage would also be beneficial.

Suggested Criterion:

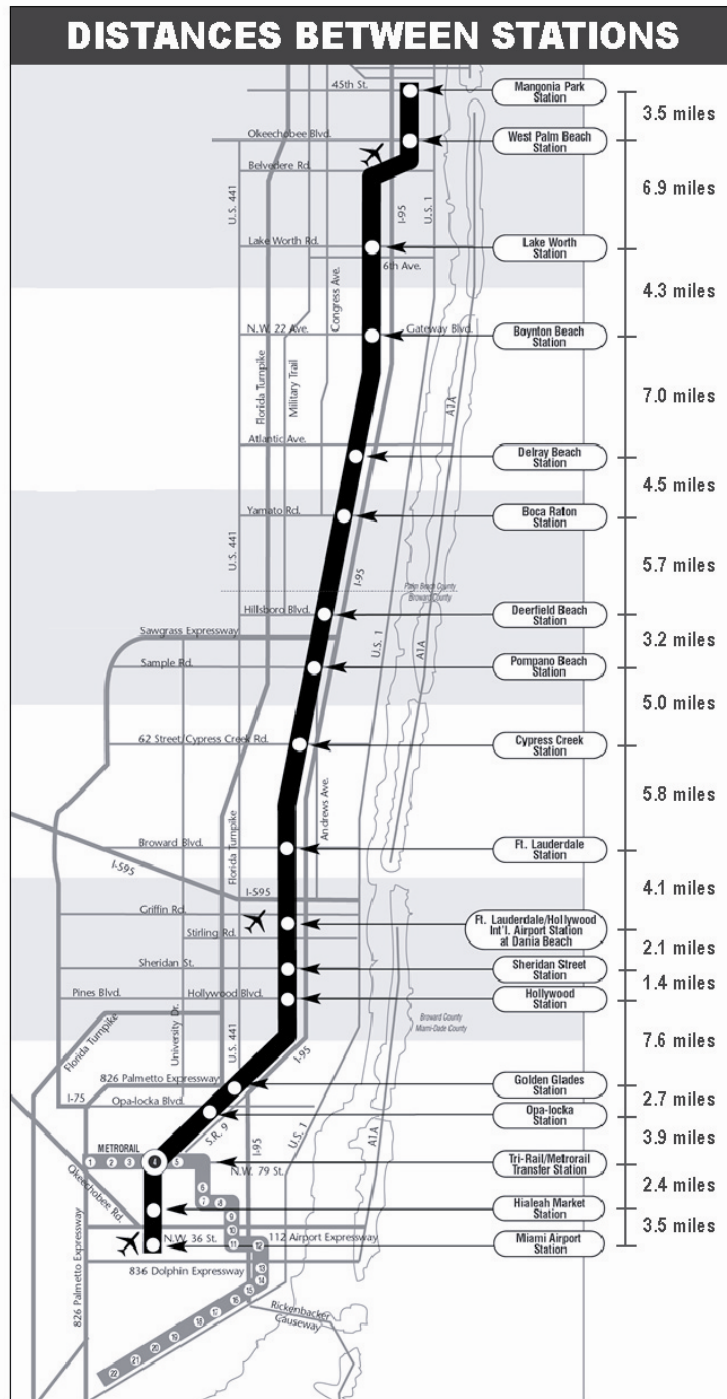
Signage standards should be included in station location criteria. However, these standards should emerge from a dedicated signing study. One recommendation for the next major update of the TDP is to conduct a comprehensive way-finding and on-site signing study.

SUMMARY

These proposed criteria address issues relating to the location of stations. In 2004 Tri-Rail developed Design Guidelines for station facilities. These guidelines address the actual design of stations including the types of amenities to be provided. The Station Location Criteria, in concert with the Design Guidelines for station facilities provide a benchmark against which to judge the existing system and any new proposals for additional stations in the future.

Upon adoption of these criteria they will be incorporated into the TDP and applied to existing stations to assess whether or not existing stations comply. Recommendations will be developed to correct any existing deficiencies. All proposed new station locations will also be assessed and recommendations developed as to whether these new locations comply or can be made to comply with the criteria.

Figure 1



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007

AGENDA ITEM REPORT

☒ Information Item

☒ Presentation

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

SUMMARY EXPLANATION AND BACKGROUND:

As ridership growth occurs, adequate capacity and efficient circulation for all modes used to access stations must be provided. Understanding future parking needs is also important as South Florida Regional Transportation Authority (SFRTA) seeks to negotiate future land use opportunities at some of its stations. Over the past year SFRTA staff and consultants have drafted the Tri-Rail Station Parking and Circulation Study. The primary purpose of this study is to identify existing and future parking needs at Tri-Rail stations, and to develop a staged parking improvement implementation plan. Informational presentations have been made to Planning & Technical Advisory Committee (PTAC) and Property Committee (PC).

The main work of the study consisted of station inventories, demand projection and conceptual design formulation. The primary product of this effort is a prioritized list of projects aimed at providing sufficient parking capacity and improving circulation and station amenities over a twenty year timeframe. There are also general recommendations for SFRTA policy, implementation of improvements and innovations.

SFRTA staff can work with regional partner agencies to identify funds for the projects identified by this study.

EXHIBITS ATTACHED:

Exhibit 1 – Executive Summary

Exhibit 2 – Presentation

Exhibit 3 – Station concept drawings

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

Recommended by: Dan Mazza 6-8-07 Approved by: N/A
Department Director Date Contracts Director Date

Authorized by: J. Guletski 6-8-07 Approved as to Form by: _____
Executive Director Date General Counsel Date

AGENDA ITEM NO.

Page two

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

Recommended by: _____
Department Director Date

Approved by: _____
Contracts Director Date

Authorized by: _____
Executive Director Date

Approved as to Form by _____ Date
General Counsel 6/10/07

Tri-Rail Parking and Circulation Study

DRAFT

Prepared for:

South Florida Regional Transportation Authority

Prepared by:

*Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida*



Kimley-Horn
and Associates, Inc.



March 2007



Executive Summary



Introduction

The Tri-Rail Parking and Circulation Study was conducted to identify existing and future parking needs at Tri-Rail stations and to develop a staged parking improvement implementation plan. As ridership growth occurs, adequate capacity and efficient circulation for all modes used to access stations must be provided. Understanding future parking needs is also important as SFRTA seeks to negotiate future land use opportunities at some of its stations.

Field observations were conducted during July and August 2006 at the eighteen (18) Tri-Rail Stations in Palm Beach, Broward, and Miami-Dade Counties. Highest parking utilization, arrivals by mode throughout the peak period, and an inventory of the passenger amenities in each parking area were documented. Parking demand at each station extending to 2025 was estimated. Illustrative conceptual design improvements that address parking needs and deficiencies were developed. The final products of this effort are a list of system-wide recommendations and a staged improvement program detailing specific projects.

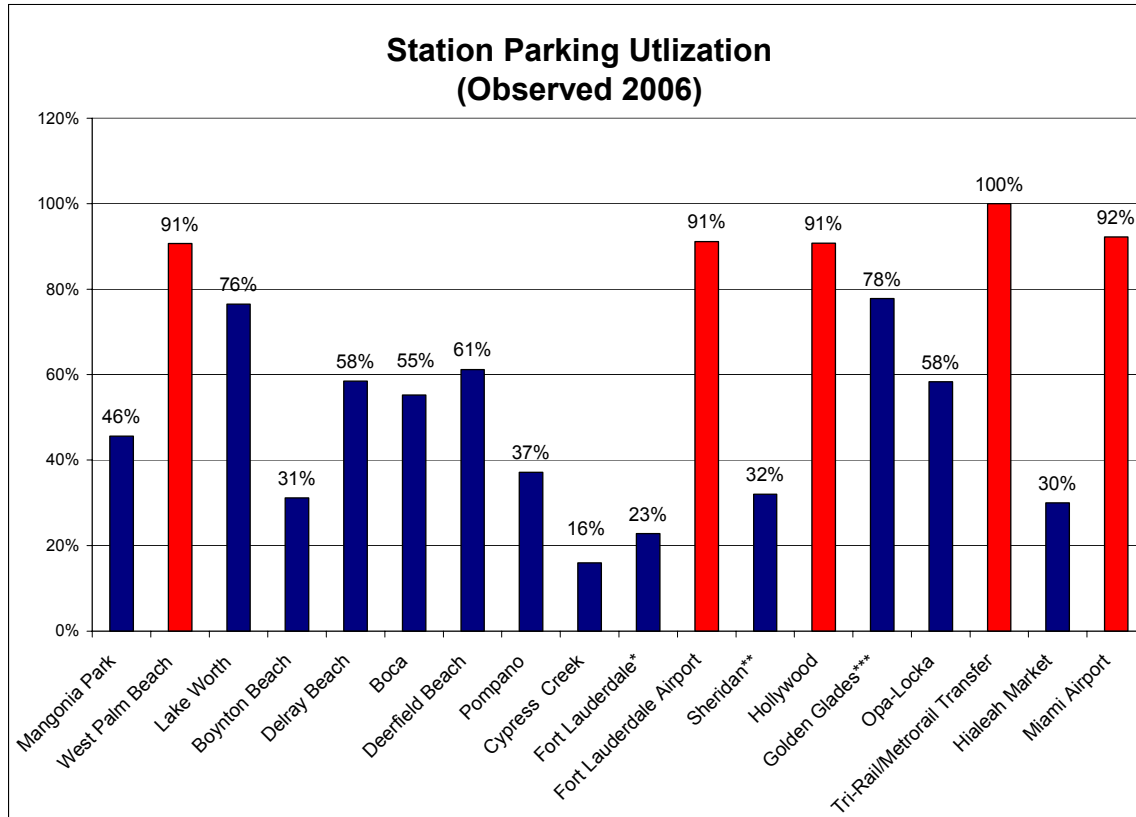
The primary priorities and recommendations of this report are:

- Increase parking capacity through additional surface and structured parking
- Reduce conflicts by separating circulation and providing dedicated space to all modes
- Improve station area wayfinding, amenities, and maintenance
- Enhance access to stations and connections to surrounding uses

Section 1: Observed Parking Utilization, Circulation and Amenities

Figure 1 below shows the percentage of parking spaces utilized at the end of the AM peak period. (The AM peak period was the most active timeframe observed.) The utilization rates were calculated from the total number of marked parking spaces counted during the field observations and the observed parking usage.

Figure 1: Station Parking Utilization Rates



*Only includes parking on south side of Broward Blvd.

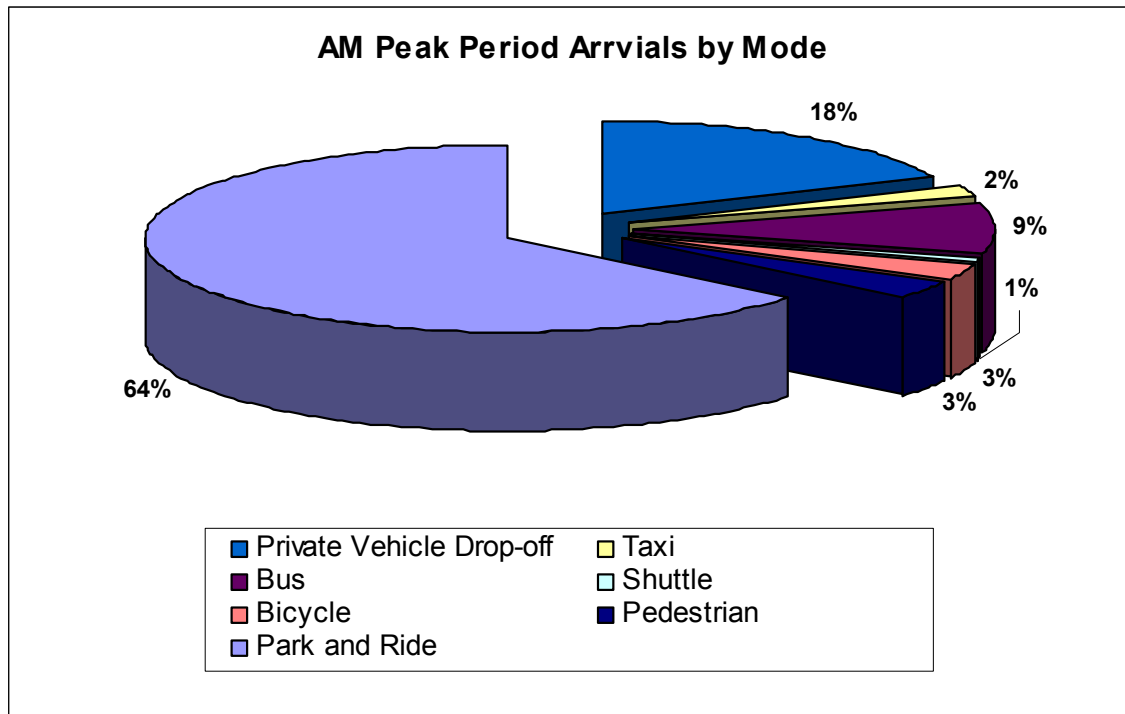
**Includes Primary, South, and East lots

***Includes parking facility closest to station.

Station Arrivals

Figure 2 below shows the breakdown of the modes used by Tri-Rail customers when arriving at stations during the AM peak period. The largest percent of arrivals per mode identified was driving to the station, parking, and then boarding the train, shown as “Park and Ride.”¹

Figure 2: AM Peak Period Station Arrivals by Mode



¹ The percentage above do not include Cypress Creek, Tri-Rail/Metrorail Transfer, and Lake Worth where the location of the station platform in relation to the parking lot made it difficult to avoid duplication of counts between modes.



Inventories

The passenger amenities inventoried at each station include bicycle racks (40 system-wide), bus shelters (34 system-wide), ticket machines (45 system-wide), station crossing bridges, pedestrian signals, and passenger waiting areas. At many stations these are insufficient to meet current or anticipated demand. Accessibility to each station was also noted including the presence or absence of Tri-Rail Drop-off/Pick-up locations (sometimes referred to as “Kiss and Ride”) and crosswalk, sidewalk, and pedestrian connections at each station. At certain locations signage is deficient or misleading, critical links in the pedestrian and bicycle network are missing and other improvements are needed. The minimum and maximum walking distances from particular parking areas to the station platforms are excessive and create a barrier to Tri-Rail customers. The deficiencies identified during the field observations are summarized in the categories listed below.

Primary Findings

- **Park and Ride Lots:** Some lots are currently experiencing park and ride demand at or approaching capacity. Immediate and near-term capacity needs exist due to recent and anticipated service increases.
- **Signage:** Although probably due in part to recent hurricanes, missing signage, including wayfinding signs, bus stop locations, and parking information, is common. There is also inconsistent use of signage designating spaces and circulation system-wide.
- **Maintenance:** The majority of parking lots have faded or poor striping, which can exacerbate conflicts between modes. Several stations also have overgrowth of grass, shrubs, etc., blocking pedestrian pathways. Potholes, possibly indicating poor drainage, can be found at many stations.
- **Drop-off/pick-up areas:** Buses, cars, and taxis often attempt to utilize the same spaces to drop-off/pick-up passengers. Others lack a designated location altogether. Kiss-and-Ride designated areas are used haphazardly, and are highly underutilized due to their inconvenient location or lack of signage.
- **Multi-Modal Infrastructure:** Connecting sidewalks from parking lots to the station with Americans with Disabilities Act (ADA) accessible ramps, more benches, and additional shelters with seating areas would improve the functionality of the stations. There are an inconsistent number/placement of racks and a lack of lockers except at the Boca Raton Station. Some sidewalk links are missing that could facilitate better access to the stations.
- **Other Issues:** Some lots may be used as free parking by people who do not take Tri-Rail trains. This behavior is suspected at Fort Lauderdale Airport, Miami Airport and Tri-Rail/Metrorail Transfer. Further investigation is necessary to determine the level of abuse. SFRTA operations staff also indicated some customers may be leaving vehicles or bicycles parked overnight at stations.



Section 2: Parking Projections

The development of future parking demand projections was based on historical ridership, parking trends, and the regional planning model. The projections are reflective of future ridership, population, and economic growth forecasts in the three counties where Tri-Rail operates. Three different future growth scenarios were used to develop parking projections over four horizon years through 2025:

- Moderate: Slower residential growth, moderate gas prices, and no significant transit development
- Moderate-High: Some additional premium transit service supporting Tri-Rail
- High: Significant additional premium transit service supporting Tri-Rail, aggressive residential growth, and high gas prices

Summary of Future Parking Needs

SFRTA staff and the consultant agreed after examination of all scenarios, to use Moderate-High growth estimates to project future parking needs for the Tri-Rail system. This methodology represents a middle-of-the-road approach and is the basis for the resulting number of new parking spaces that should be provided at stations over the next 20 years to address the anticipated growth in demand. The intermediate estimates were felt to be most reflective of the likely population growth and transportation conditions in South Florida over the next ten to twenty years. **Figure 3** shows graphically the growth in system-wide parking demand into the future, compared with existing parking demand and current (2006) supply. Demand at each station is shown in **Table 1**. Distance and differences among stations lead to a general inability to satisfy demand at one location with available spaces at another station.

Figure 3: Future Parking Demand – Moderate-High Growth

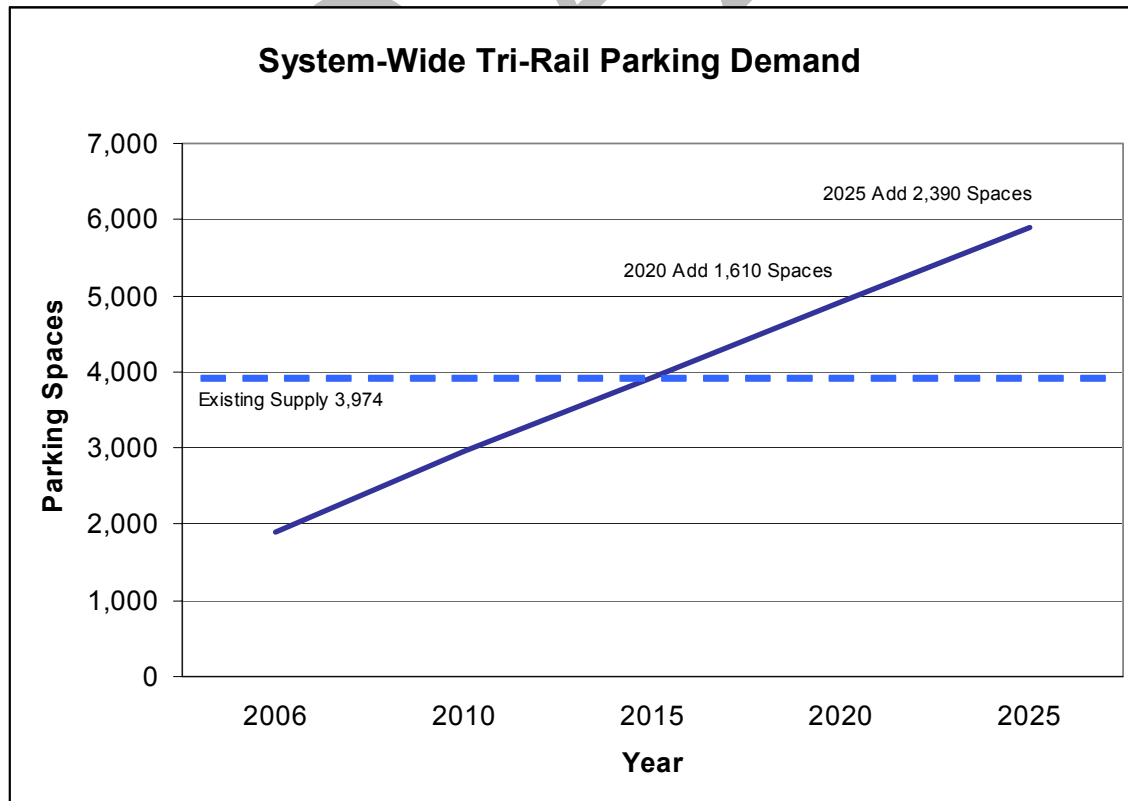




Table 1: Future Tri-Rail Parking Demand

Tri-Rail Future Parking Needs					
	2025 Demand	minus	Existing	equals	Need
Mangonia Park	465	-	274	=	191
West Palm Beach	380	-	139	=	241
Lake Worth	175	-	85	=	90
Boynton Beach	375	-	330	=	45
Delray Beach	215	-	130	=	85
Boca Raton	260	-	163	=	97
Deerfield Beach	405	-	255	=	150
Pompano Beach	295	-	272	=	23
Cypress Creek	250	-	556	=	0*
Fort Lauderdale	265	-	394	=	0*
Dania Beach (FLL airport)	585	-	180	=	405
Sheridan Street	445	-	475	=	0*
Hollywood Blvd.	330	-	141	=	189
Golden Glades	505	-	216	=	289
Opa-Locka	155	-	72	=	83
MetroRail Transfer (79th St.)	115	-	41	=	74
Hialeah Market	80	-	70	=	10
Miami Airport	595	-	181	=	414
Total**	5895		3974		2386
* Where current capacity exceeds 2025 demand, need is shown as 0					
** Total is a sum of station needs, and does not assume parking needs can be met with excess capacity at other stations					



Section 3: General Recommendations and Capital Improvements Program

The study recommendations are the result of a thorough review of professional and technical publications as well as numerous consultations between SFRTA staff, the consultant, FDOT, and other interested parties. The recommendations have been developed simultaneously with the SFRTA strategic planning process and an ongoing update of the agency's Transit Development Program. The program attempts to address issues identified in this study and to advance a rational approach to station area development. This program will provide for future intermodal access requirements in a way that matches and exceeds industry standards. Conceptual design options for each station were developed to illustrate the proposed course of action and are available in the main body of the study report. The following system-wide and station specific improvement recommendations represent distinct and innovative opportunities to improve the overall function of Tri-Rail stations. The following represent the final products of this study:

- System-wide policy and improvement recommendations
- Prioritized list of station improvements and associated costs (**Table 2**)²

System-Wide Policy and Improvement Recommendations

1. Secure SFRTA ownership or long-term use rights at all current Tri-Rail parking lots.
2. Secure agreements, obtain funding, and purchase additional properties needed for parking and circulation capacity expansion.
3. Correct identified circulation problems in accordance with the priority list. Separate traffic flows. Designate areas at each station for drop-off/pick-up and waiting.
4. Correct identified signage deficiencies. A comprehensive sign inventory is required to catalog the type and position of existing assets as well as needs for the future.
5. Address identified paint and striping needs. Use colored lanes and reflectors to identify separate traffic zones (bike, bus, drop-off, taxi, etc.).
6. Address identified pavement maintenance needs. Investigate the use of permeable pavers, especially in areas with drainage problems.
7. Correct identified lighting deficiencies. Use lighting that is pedestrian friendly and high-efficiency, as well as conforming to dark sky guidelines where adjacent properties may be impacted by glare.
8. Coordinate with local jurisdictions and adjacent property owners to improve identified access deficiencies and pedestrian hazards.
9. Correct all identified ADA accessibility issues following the stricter of the Florida Building Code or the Americans with Disabilities Act.

² Please note that these costs are provided as an estimate for planning purposes only and are based in year 2007 dollars. Kimley-Horn and Associates, Inc. has no control over the actions of jurisdictional agencies and is not a party to agreements between the client and others. Accordingly, professional opinions as to the status of permits and entitlements or the suitability for a specific purpose, and professional opinions as to the probability and timeframe for approvals, are made on the basis of professional experience and available data. Kimley-Horn does not guarantee that the outcome of permits and entitlements or suitability will not vary from its opinions. Because its opinions are based upon very limited site investigation and scope of services, Kimley-Horn does not guarantee that all issues affecting the site have been investigated.



10. Purchase and install new bicycle racks at identified locations. Assess demand and maintenance oversight issues for placement of bicycle lockers at additional stations.
11. Identify one staff person at SFRTA responsible for overseeing parking and circulation issues.
12. Where demand exceeds capacity and space is available, use temporary gravel lots until permanent parking can be constructed.
13. Incorporate minimum design standards and preference options for all parking and circulation components into SFRTA's station design guidelines.
14. Conduct nighttime counts and station surveys to observe and document overnight auto and bicycle parking activity. Develop a policy for overnight parking and security at Tri-Rail stations.
15. Designate and sign a minimum of two spaces at each station for staff and security agent use.
16. Secure long-term agreements with other entities that use station parking (Amtrak, Greyhound, FDOT, CSX, etc.).
17. Collect and review bi-annual FDOT counts of all station park and ride facilities. Recalculate parking demand projections at five-year intervals in advance of major TDP updates.
18. Ensure all joint development and TOD proposals include preservation of required parking capacity for Tri-Rail patrons, as well as efficient and safe circulation elements. Identify and pursue potential shared-use parking opportunities with off-peak uses in adjacent developments.
19. Examine potential methods to shift parking demand to alternate locations and modes.
20. Design and implement a trial program of permit-guaranteed parking or a payment system where parking is constrained or suspected of being abused.
21. Examine Intelligent Transportation Systems (ITS) applications and technology that might help customers identify available parking and reduce delays in station access. Coordinate efforts with FDOT, SFCS, and media outlets.
22. Examine the potential for installation of parking canopies on SFRTA lots that incorporate solar power equipment to provide shade while generating electricity and revenue.
23. Examine the potential for placement of short-term rental vehicles at Tri-Rail stations. Proven car-sharing and bicycle rental vendors should be invited to submit proposals.
24. Examine the potential usefulness and cost of rubber sidewalks at Tri-Rail stations.
25. Work with local jurisdictions, FDOT, and the corresponding Metropolitan Planning Organizations (MPOs) to add designated bike lanes on roadways that approach Tri-Rail stations.
26. Work with partner agencies to obtain funding.

Table 2: Tri-Rail Station Parking and Circulation Improvements Program

< 2010		2010-2015		2015-2020		> 2020	
project	cost	project	cost	project	cost	project	cost
Mangonia Park (274 Existing Spaces)							
Landscaping maintenance required	Part of existing station maintenance costs	Improve circulation elements as shown in conceptual plan, adding an additional 94 surface spaces for 368 total spaces.	\$ 1,337,925	Drop-off/pick-up on NE side of SFRC	TBD (Note: Right-of-Way costs not included.)	Parking garage with at least 97 parking spaces, for 468 total spaces.	\$ 3,735,000
Acquire property or long-term lease for existing station parking and circulation	TBD (Note: Right-of-Way costs not included.)	Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
		Add benches (12) and shelters (10)	\$ 454,425				
West Palm Beach (139 Existing Spaces)							
Provide 140 temporary parking spaces on gravel lot (future Palm Tran Bus Transfer Facility) adjacent to station for 279 total parking spaces. ¹	\$ 98,849	Improve circulation elements as shown in conceptual plan, including one-way movement pattern, resulting in loss of 51 parking spaces for 228 total parking spaces	\$ 1,862,344	Add 291 parking spaces in garage on location of temporary gravel lot for a total of 380 total spaces.	\$5,453,100	Work with city/county to provide bus transfer facility to west of station	NA
Shift unutilized spaces from signed employee parking to signed Tri-Rail parking (Signage)	\$ 1,000	Add bicycle improvements including additional racks (4) and bicycle lockers (6), and restriping for bike lanes on Tamarind	\$ 134,400	Provide traffic signal at Datura St. and Tamarind	\$373,500	Pedestrian/Cyclist overpass connection to crossing bridge from garage	\$ 771,900
Monitor "no parking" areas more frequently, discourage taxi cabs blocking drop-off and bus bays	Part of existing station maintenance costs	Pedestrian improvements including crosswalks on Tamarind, possible pedestrian countdown signal, and sidewalks improvements (including to Banyan St.)	\$ 312,290				
		Add shelters (13) and benches (13)	\$ 586,706				
Lake Worth (85 Existing Spaces)							
Secure long-term agreement to continue use of temporary parking lot west of station	TBD	Create bus pull-off and passenger drop-off locations on Lake Worth Rd.	\$ 1,095,175	Add crosswalks and pedestrian countdown signals on Lake Worth Rd.	\$67,853	Examine options for additional parking spaces on parcel situated between station and temporary lot	TBD (Note: Right-of-Way costs not included.)
Recover approximately 280 surface parking spaces under I-95 per FDOT plans for a total of 365 spaces. (Adjacent parking shared with Lake Worth High School)	Coordinate with FDOT plans	Improve circulation elements as shown in conceptual plan to maintain minimum of 144 parking spaces for a total of 229 spaces.	\$ 578,930				
		Add shelters (4) and benches (2)	\$ 177,413				
		Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
Boynton Beach (330 Existing Spaces)							
Improve Kiss-and-Ride signage	\$ 5,000	Improve circulation elements as shown in conceptual plan, resulting in a loss of 44 parking spaces for 286 total parking spaces.	\$ 2,332,374	Additional minimum of 89 spaces in surface lot expansion for a total of at least 375 total spaces. (Additional spaces can be added by extending surface parking on SFRTA owned property.)	\$275,322		
		Add shelters (11) and benches (6)	\$ 488,683				
		Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
Delray Beach (130 Existing Spaces)							
Relocate formerly used bus shelter and add benches (7)	\$ 25,894	Improve circulation elements as shown in conceptual plan, including shelters (5), which will result in loss of 18 parking spaces for a total of 112 spaces.	\$ 990,374	Add sidewalk from station to Congress Ave.	\$122,632	Work with city, county and FDOT to provide pedestrian access from east side of I-95	TBD
Improve signage to station	\$ 5,000	Add 197 spaces needed in garage over existing lot, with 18 remaining surface spaces, for 215 total spaces.	\$ 4,103,058				
Identify location for temporary parking while parking garage constructed	TBD	Bicycle racks (3) and bicycle lockers (6)	\$ 17,368				
Boca Raton (163 Existing Spaces)							
Designate locations for drop-offs/pick-ups by restriping/extending fire lane	\$ 12,450	Improve circulation elements as shown in short-term conceptual plan including 24 additional surface spaces for 187 total spaces	\$ 2,571,577	Add 236 spaces in parking garage, with 24 remaining surface spaces, for a total of 260 parking spaces (with no remaining temporary spaces)	\$5,025,975	Monitor FDOT construction program to ensure access of bike/pedestrian and shuttles, especially from FAU (east side of station).	NA
Correct signage for entering/exiting motorists from Congress and Yamato	\$ 2,500	Provide 50 temporary parking spaces in gravel lot for a total of 237 spaces. ¹	\$ 46,928				
		Add benches to existing shelters (8) and additional shelters in waiting areas (6)	\$ 273,900				
		Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				

< 2010		2010-2015		2015-2020		> 2020	
project	cost	project	cost	project	cost	project	cost
Deerfield Beach (255 Existing Spaces)							
Improve signage from Hillsboro Blvd.	\$ 2,500	Improve circulation elements as shown in conceptual plan, resulting in loss of 46 existing spaces for a total of 209 total spaces.	\$ 3,170,693	Negotiate for use of additional surface parking at adjacent courthouse lot	TBD (Note: Right-of-Way costs not	Potential crossing bridge (pedestrian/bicycle overpass) to facilitate safe movement at the south end of the platforms	\$ 2,000,000
Maintain spaces and coordinate access improvements with adjacent developments	NA	Add 196 parking spaces in parking garage for a total of 405 parking spaces.	\$ 3,660,300				
		Add bicycle racks (8) and bicycle lockers (6)	\$ 28,134				
		Add shelters (24) and benches (16)	\$ 1,070,700				
		Create sidewalk improvements	\$ 175,370				
Pompano Beach (272 Existing Spaces)							
Complete SFRTA planned access and parking improvements adjacent to west platform, adding 43 additional parking spaces for 315 total spaces	See existing SFRTA Plans	Complete identified sidewalk improvements around station	\$ 139,425	Improve circulation elements as shown in conceptual plan, including addition of twelve (12) parking spaces, for a total of 327 parking spaces	\$1,188,934		
				Add bicycle racks (4) and bicycle lockers (6)	\$19,422		
				Add benches (6) and shelters (8) in waiting areas	\$357,938		
Cypress Creek (556 Existing Spaces)							
Address maintenance needs in park-and-ride lot	Coordinate with FDOT	Construct sidewalk to Cypress Creek Rd. on west side of SFRC (does not include curb/gutter)	\$ 45,464	Examine options for pedestrian underpass or overpass of Andrews Ave. (shown as Options 1 and 2 on Conceptual Drawings)	\$6,972,000		
Improve pedestrian crossing of Andrews Ave. with striping, signage, pedestrian countdown signal and refuge island	\$ 75,323			Maintain parking east of the station	NA		
				Create 116 additional surface parking spaces and circulation elements on SFRTA owned land to the west of the station with access to Powerline Rd., for a total of 672 parking spaces	\$2,265,860		
				Add shelters (11) and benches (4)	\$485,550		
Improve signage to better identify existing drop-off/pick-up area and disabled parking	\$ 5,000			Add bicycle racks (4) and bicycle lockers (6)	\$19,422		
Fort Lauderdale (394 Existing Spaces)							
Shift Amtrak spaces to remote lot (signage), assigning all 394 spaces in lot to Tri-Rail	\$ 5,000	Improve circulation elements as shown in conceptual plan, including shelters (9), resulting in loss of 20 spaces for a total of 374 spaces.	\$ 1,858,564	Maintain parking spaces to meet demand and monitor progress of FDOT joint development plans and Central Broward E-W premium transit project	NA	Continue maintaining parking spaces to meet demand and monitor progress of FDOT joint development plans and Central Broward E-W premium transit project.	NA
Improve pedestrian crosswalk to remote lot	\$ 1,500	Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
Improve signage directing traffic movements	\$ 5,000						
Add stop sign at station entrance at south end of lot	\$ 1,000						
Fort Lauderdale Airport at Dania Beach (180 Existing Spaces)							
Improve circulation elements as shown in conceptual plan, resulting in loss of 31 parking spaces, for 149 total spaces. (NOTE: Right-of-Way costs not included.)	\$ 929,008	Provide benches (4) and shelters (8) in waiting areas	\$ 354,825	Parking garage with 531 parking spaces built over existing surfacing parking and maintaining circulation area on west side of SFRC. Resulting parking: 54 surface parking spaces on east side of SFRC, surface spaces and 531 parking garage spaces for 585 total spaces (with removal of temporary gravel lot).	\$9,951,425	Crossing bridge from parking garage to east platform	\$ 2,660,000
Provide 115 temporary overflow parking spaces in gravel lot east of station for 264 total parking spaces ¹	\$ 86,351	Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422	Potential for pay or permit parking for Tri-Rail customers	NA		
Improve signage directing people to station and east parking lot	\$ 5,000	Create pedestrian crosswalks on Gulfstream Way	\$ 10,000				
Improve pedestrian crossing at Griffin Rd. and I-95	\$ 3,000						

< 2010		2010-2015		2015-2020		> 2020	
<i>project</i>	<i>cost</i>	<i>project</i>	<i>cost</i>	<i>project</i>	<i>cost</i>	<i>project</i>	<i>cost</i>
Sheridan Street (475 Existing Spaces)							
Address maintenance issues identified	Coordinate with FDOT	Maintain parking to meet projected demand and coordinate circulation improvements with FDOT and developer of adjacent park and ride lot	NA	Monitor situation for an opportunity to provide access on west side of SFRC	NA	Continue monitoring situation for an opportunity to provide access on west side of SFRC	NA
Improve signage	\$ 5,000	Pedestrian connection from Ty Park to west platform	\$ 36,790				
Hollywood (141 Existing Spaces)							
Explore options for use of some Amtrak designated spaces as Tri-Rail spaces	NA	Improve circulation elements as shown in conceptual plan, resulting in loss of 67 spaces, for a resulting total of 74 spaces.	\$ 1,838,721	Work with city, county and FDOT to create an intermodal center with parking garage containing 256 spaces, east of I-95 and a possible pedestrian crossing bridge to connect with Tri-Rail station. (Cost does not include property acquisition or lot clearance.) Results in 330 total spaces (not including any shared spaces at planned Railroad Museum.)	\$9,511,800	Potential for pay or permit parking for Tri-Rail customers	TBD
Improve signage directing people to station	\$ 5,000	Work with city and county regarding possibility of shared parking with planned Railroad Museum north of station. Need to accommodate up to 67 spaces from potential circulation improvements and 50 additional spaces for parking demand, resulting in a 191 total parking spaces	TBD				
Provide pedestrian crosswalk and pedestrian countdown signals at Hollywood Blvd. and I-95 ramps	\$ 75,223	Provide benches (4) and shelters (8) in waiting areas	\$ 354,825				
		Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
Golden Glades (216 Existing Spaces)							
Address identified maintenance needs	Coordinate with FDOT	Improve circulation elements as shown in conceptual plan, resulting in loss of 25 parking spaces, for a total of 191 spaces	\$ 1,231,041	Monitor FDOT joint development progress and maintain space for projected parking levels, including possible garage with 314 parking spaces, for a total of 505 spaces	\$9,430,875	Acquire property to provide access on west side of SFRC and potential parking facilities	TBD (Note: Right-of-Way costs not included.)
Improve signage	\$ 5,000	Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422			Add pedestrian/cyclists crossing bridge to gain access on west side of SFRC	\$ 2,000,000
		Add shelters with seating (11)	\$ 546,700			Add sidewalk connections to provide access on west side of SFRC	\$ 35,000
Opa-Locka (72 Existing Spaces)							
Improve signage and directions on website	\$ 5,000	Improve circulation elements as shown in conceptual plan, resulting in loss of 4 parking spaces, for a total of 68 parking spaces	\$ 1,403,520	Acquire property to NE for additional 87 spaces of surface parking, resulting in a total of 180 parking spaces. (NOTE: Cost does not include lot clearance or Right-of-Way)	\$311,628	Work with city to create bike/pedestrian path on SE side of SFRC	NA
		Secure shared parking agreement with museum, for a minimum of 25 spaces, resulting in a total of 93 parking spaces	TBD				
		Add bicycle racks (4) and bicycle lockers (6)	\$ 19,422				
		Provide benches (4) and shelters (9) in waiting areas	\$ 398,400				
Tri-Rail / MetroRail Transfer (41 Existing Spaces)							
Add 40 parking spaces on SW lot owned by SFRTA for 81 total spaces. Implement gated access for Tri-Rail passengers only.	\$ 190,744	Coordinate with Miami-Dade Transit and FDOT on potential bus transfer facility adjacent to station	NA	Improve circulation elements as shown in conceptual plan including east side access, drop-off/pick-up area, and 37 additional surface parking spaces on land owned by SFRTA on east side of station for a total of 118 spaces	\$1,689,528	Coordinate with Miami-Dade Transit regarding potential parking garage	NA
Encourage city to construct sidewalks between station and nearby residential areas	NA	Acquire property for construction of parking garage and circulation improvements	TBD (Note: Right-of-Way costs not included.)	Provide benches (4) and shelters (9) in waiting areas	\$398,400		
Improve nearby crosswalks and transfer connectivity of stations	\$ 2,000			Add bicycle racks (6) and bicycle lockers (6)	\$23,531		

< 2010		2010-2015		2015-2020		> 2020	
project	cost	project	cost	project	cost	project	cost
Hialeah Market (70 Existing Spaces)							
Improve signage	\$ 5,000	Improve circulation elements as shown in conceptual plan, for a loss of 32 spaces, with a resulting total of 38 spaces.	\$ 1,152,356	Provide pedestrian access and station crossing bridge from the east side of SFRC.	\$2,040,000		
Improve pavement striping and address other identified maintenance needs	Part of existing station maintenance costs	Negotiate short term lease to accommodate shift of demand during MIC construction	TBD				
Provide more frequent monitoring by security personnel	NA	Add 122 spaces in short term lease described above (cost of gravel lot)*, for a total of 160 parking spaces	\$ 82,933				
		Provide benches (4) and shelters (9) in waiting areas	\$ 398,400			160	
		Add bicycle racks (6) and bicycle lockers (6)	\$ 23,531				
Miami Airport (181 Existing Spaces)							
Restripe disabled spaces	\$ 6,500	Pedestrian crosswalk	\$ 5,000	Monitor progress of MIC and preserve parking spaces	NA	Potential for pay or permit parking for Tri-Rail customers	NA
Install fencing to prohibit pedestrian crossing of SFRC	\$ 25,000						
Total Costs							
	\$ 1,593,842		\$ 35,524,360		\$55,984,695		\$ 11,201,900

¹Includes cost of gravel only and does not include lot clearance or any required drainage costs.

NA= Not Applicable

TBD=To be determined

Notes and Assumptions:

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- No code research has been done to determine the cost, feasibility and constructability of the project.
- Parking space dimensions are assumed to be 9 1/2' x 20'.
- Assumes that no materials will be reused.

Tri-Rail Parking and Circulation Study

SFRTA Board – June 22, 2007



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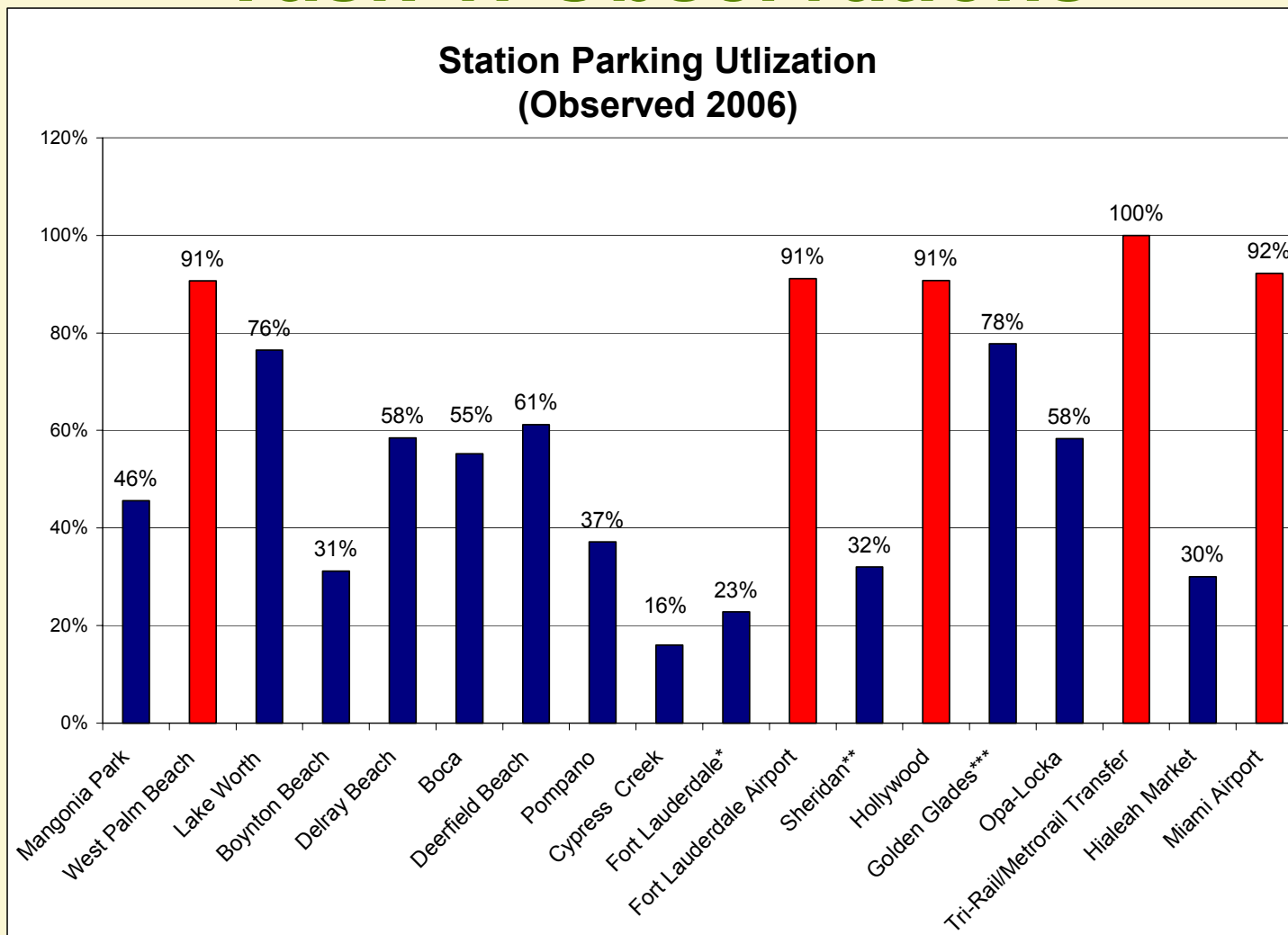


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Agenda

- **Project Overview:**
 - Task 1: Field observations
 - Task 2: Future parking demand
 - Task 3: Conceptual station improvements
- **Draft Recommendations**
 - Prioritized work program
 - System-wide policy recommendations
- **What's Next**

Task 1: Observations

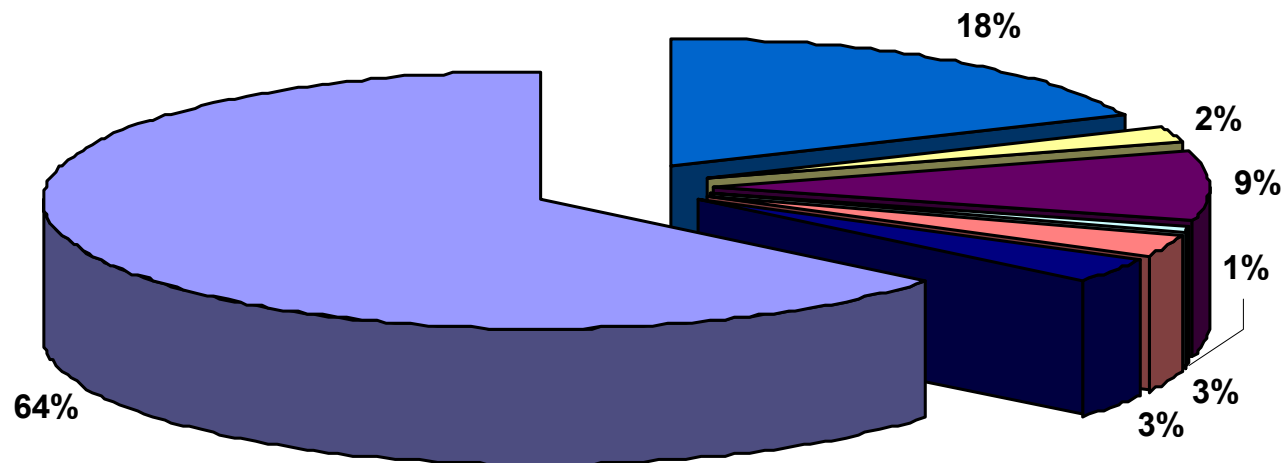


*Only includes parking on south side of Broward Blvd.

**Includes Primary, South, and East lots

***Includes parking facility closest to station.

AM Peak Period Arrivals by Mode



■ Private Vehicle Drop-off	■ Taxi
■ Bus	■ Shuttle
■ Bicycle	■ Pedestrian
■ Park and Ride	

NOTE: The percentage above do not include Cypress Creek, Tri-Rail/Metrorail Transfer, and Lake Worth where the location of the station platform in relation to the parking lot made it difficult to avoid duplication of counts between modes.

Task 1: Primary Findings

- **Park and Ride Lots:**
 - Some stations at or approaching capacity
- **Signage:**
 - Missing signs for wayfinding, bus stop locations, and parking information
- **Maintenance:**
 - Faded or poor striping
 - Overgrowth blocking pedestrian pathways
 - Potholes and drainage issues
- **Drop-off/pick-up areas:**
 - Some stations have bus/car/taxi conflicts

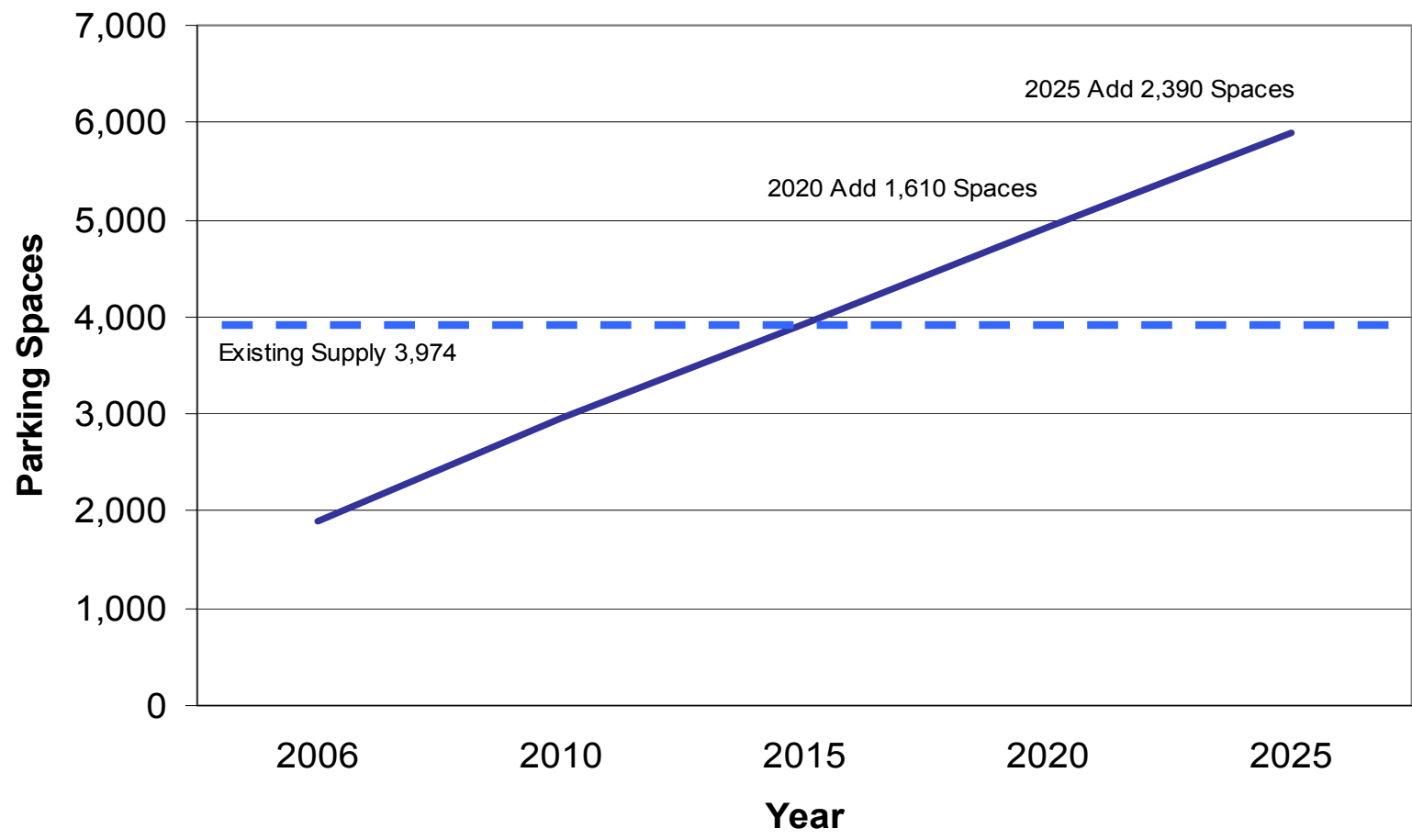
Task 1: Primary Findings (con't)

- **Multi-Modal Infrastructure**
 - Missing sidewalks and crosswalks
 - Americans with Disabilities Act (ADA) access issues
 - Benches and shelters in passenger waiting areas
 - Inconsistent number/placement of bike racks, lack of lockers
- **Other issues**
 - Tri-Rail parking lots may be used by non-passengers
 - Some vehicles left overnight

Task 2: Parking Demand Projections

- **Current, historic parking utilization and regional planning model used to project future demand**
- **Three parking forecast scenarios examined:**
 - Moderate, Moderate-High, High
- **Moderate-High forecast chosen**
 - Most likely, “middle of the road” estimate
- **Capacity buffer of 10-20% included**
 - Reflects FDOT policy guidance and national transit comparables

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Task 3: Improvement Concepts

- Increase parking capacity through additional surface and structured parking.
- Reduce conflicts by separating circulation and providing dedicated space to all modes.
- Improve station area wayfinding, amenities, and maintenance.
- Enhance access to stations and connections to surrounding uses.

Draft Recommendations

- **Priority list of identified improvements for stations**
- **Grouped in four phases with a total cost of \$104m**
 - **Before 2010:** Immediate, low-cost improvements and critical parking additions (\$1.6m)
 - **2010-2015:** Improve station circulation and surface parking expansion (\$35.5m)
 - **2015-2020:** Emphasis on providing additional parking in structures (\$55.9m)
 - **After 2020:** Address remaining needs (\$11.2m)

Draft Recommendations

- **Policy and Implementation (abbreviated)**
 - Strengthen SFRTA control of station parking areas
 - Address identified capacity, maintenance and circulation deficiencies in accordance with the priority list
 - Acquire expansion properties, temporarily use gravel lots
 - Improve pedestrian, bicycle and transit infrastructure
 - Examine issues such as non-passenger use, overnight parking, other station users (Amtrak, Greyhound, CSXT)
 - Explore potential innovations through ITS, shared vehicles, solar canopies
 - Work with partners to obtain funding

Conclusion

- **Summary**

- Parking capacity needs are immediate and growing
- Circulation and multimodal amenities also need improvement
- Prioritized work program recommends \$104m in improvements over 20 years

- **History**

- Informational presentations
 - Property Committee – Sep 22, 2006 and May 11, 2007
 - PTAC – Aug 16, Sep 20, 2006 and April 18, 2007

- **Next step**

- Approve study and work with partners to fund projects

Tri-Rail Parking and Circulation Study

SFRTA Board – June 22, 2007

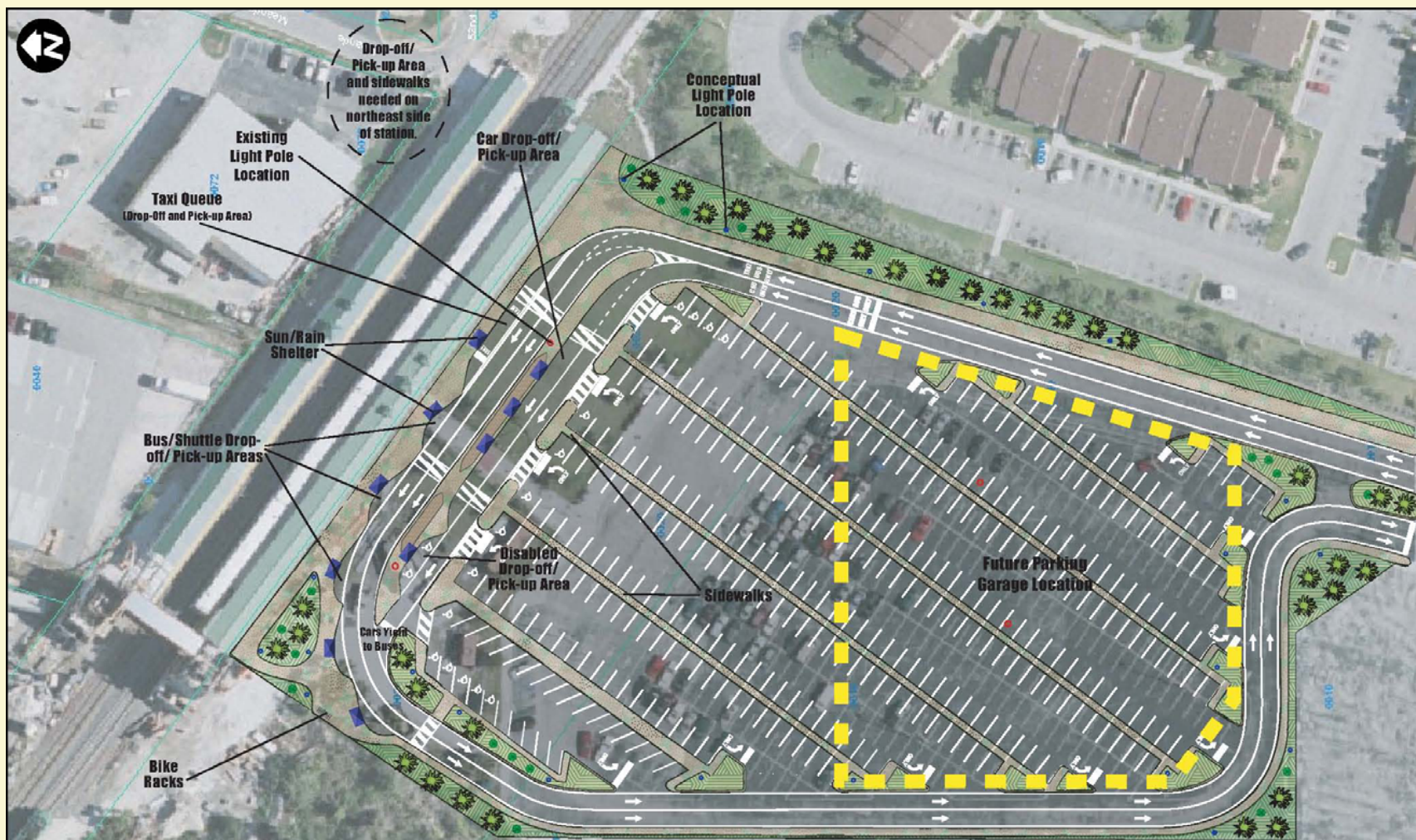


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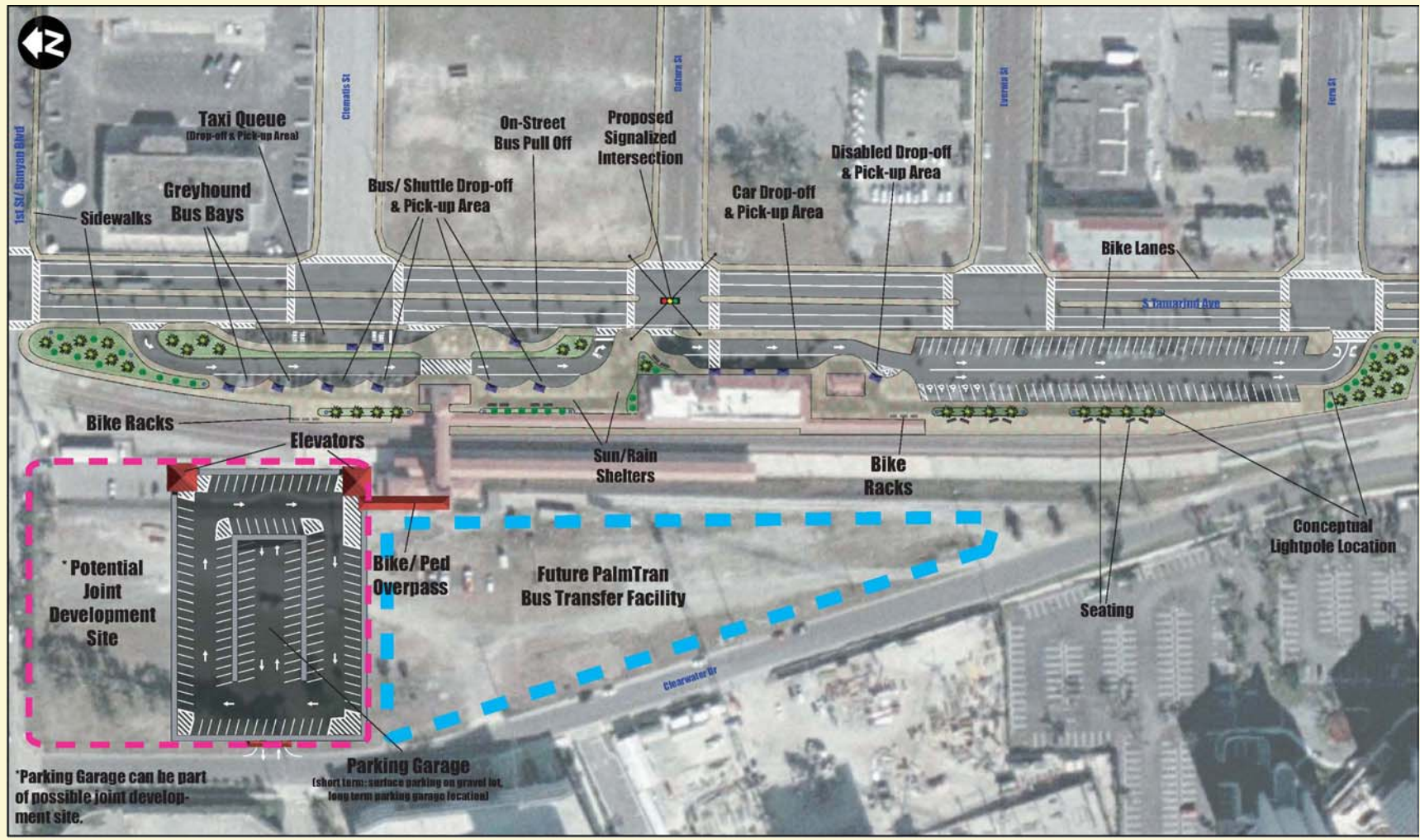


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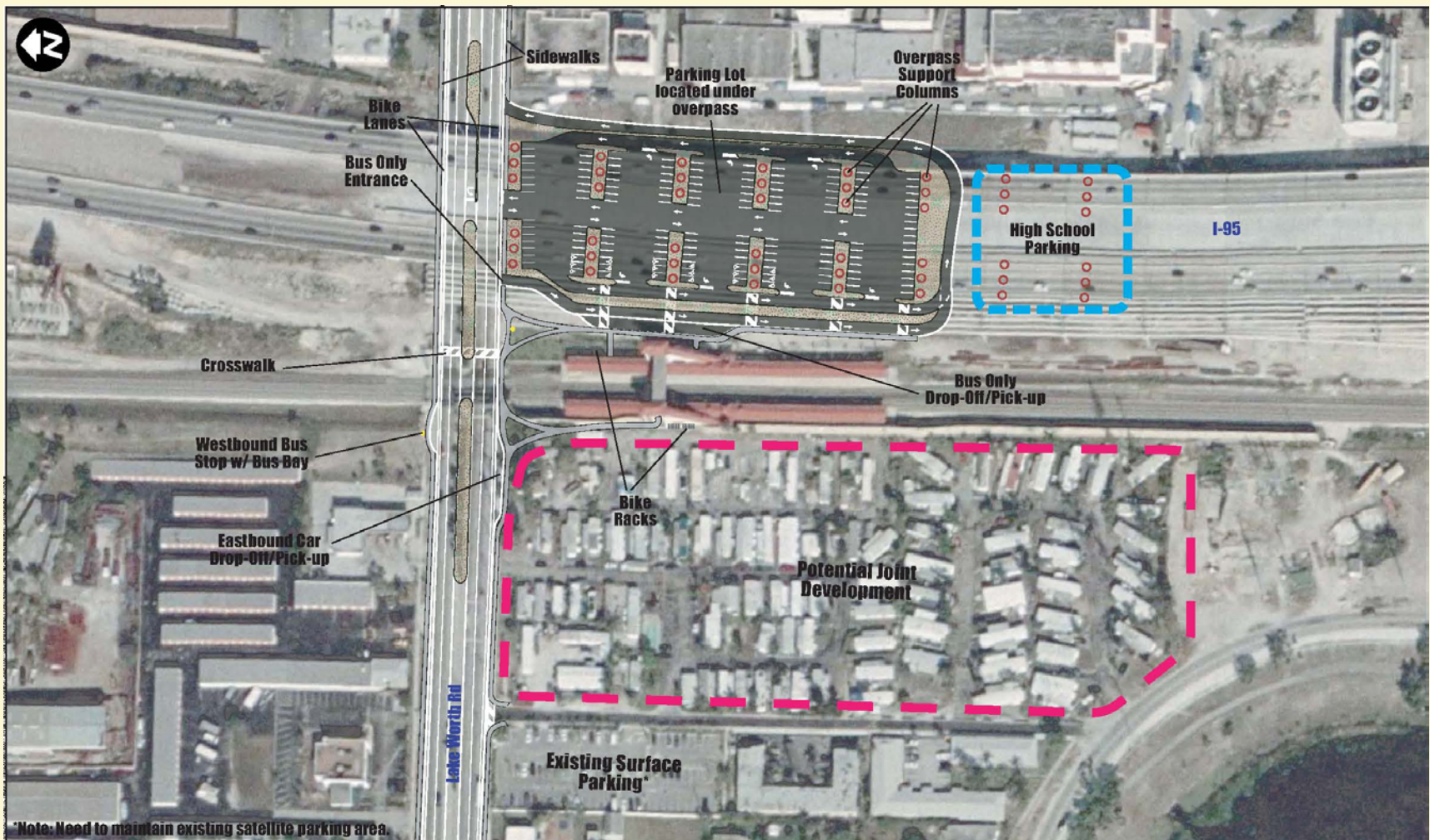
Mangonia Park



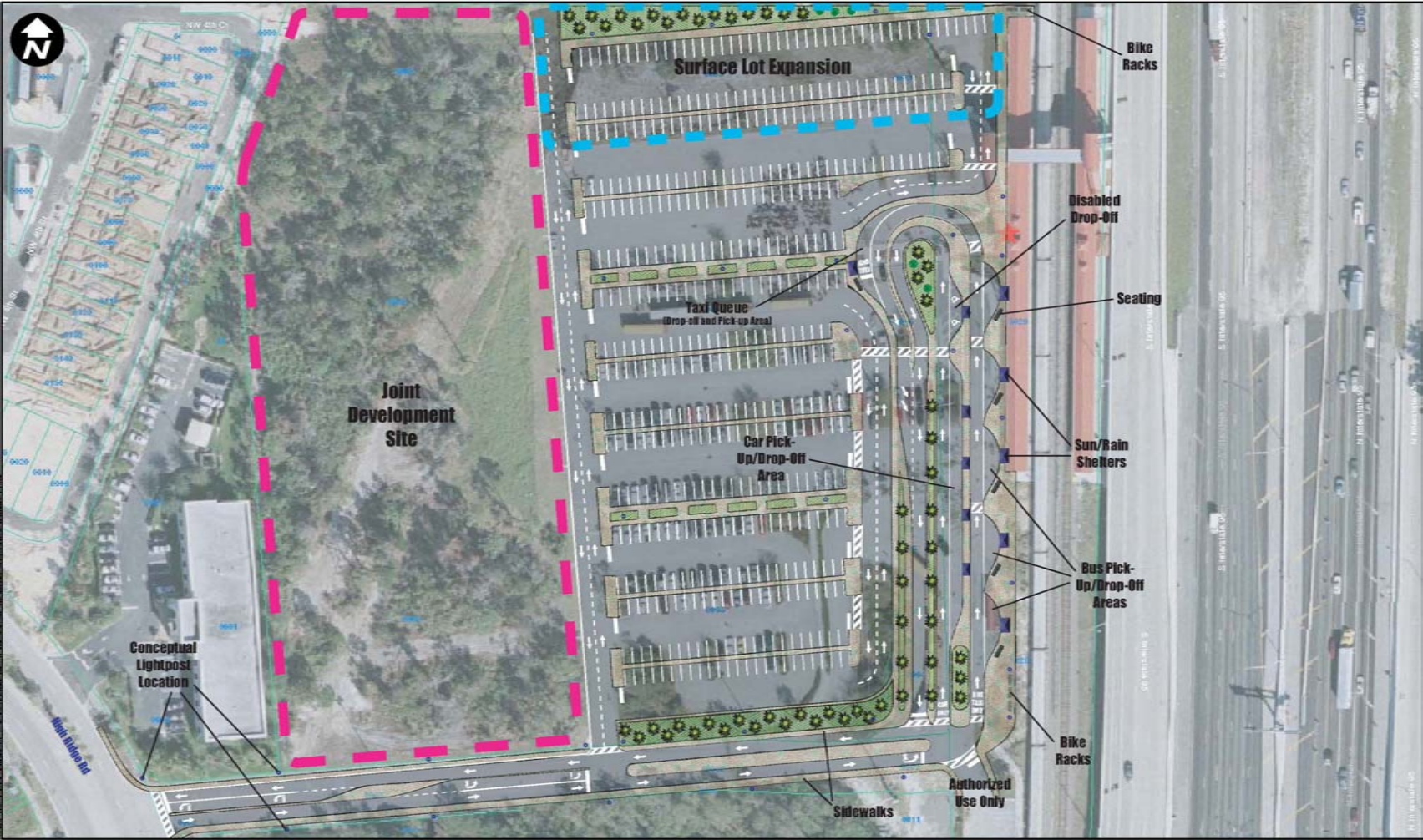
West Palm Beach



Lake Worth



Boynton Beach



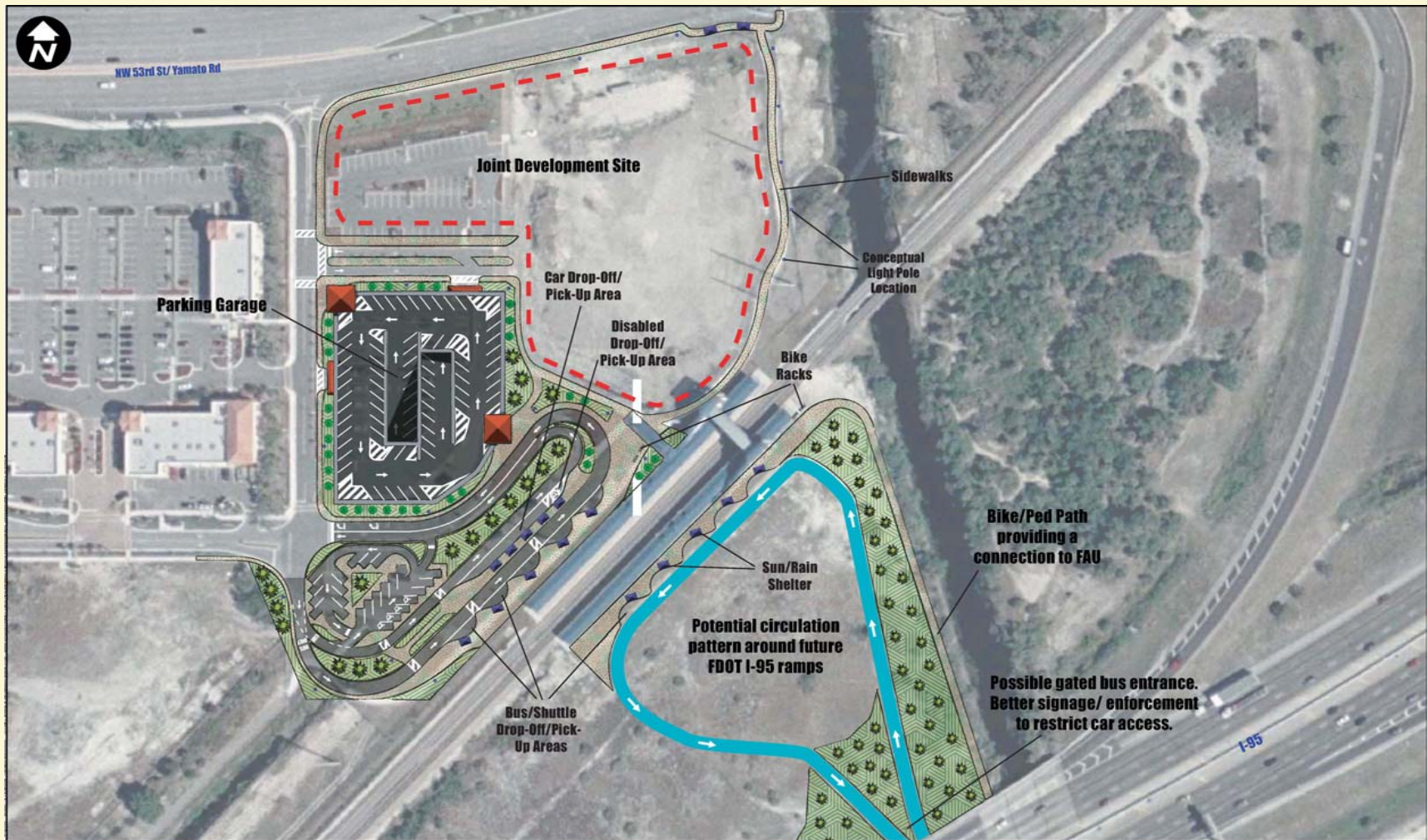
Delray Beach



Boca Raton – Short Term



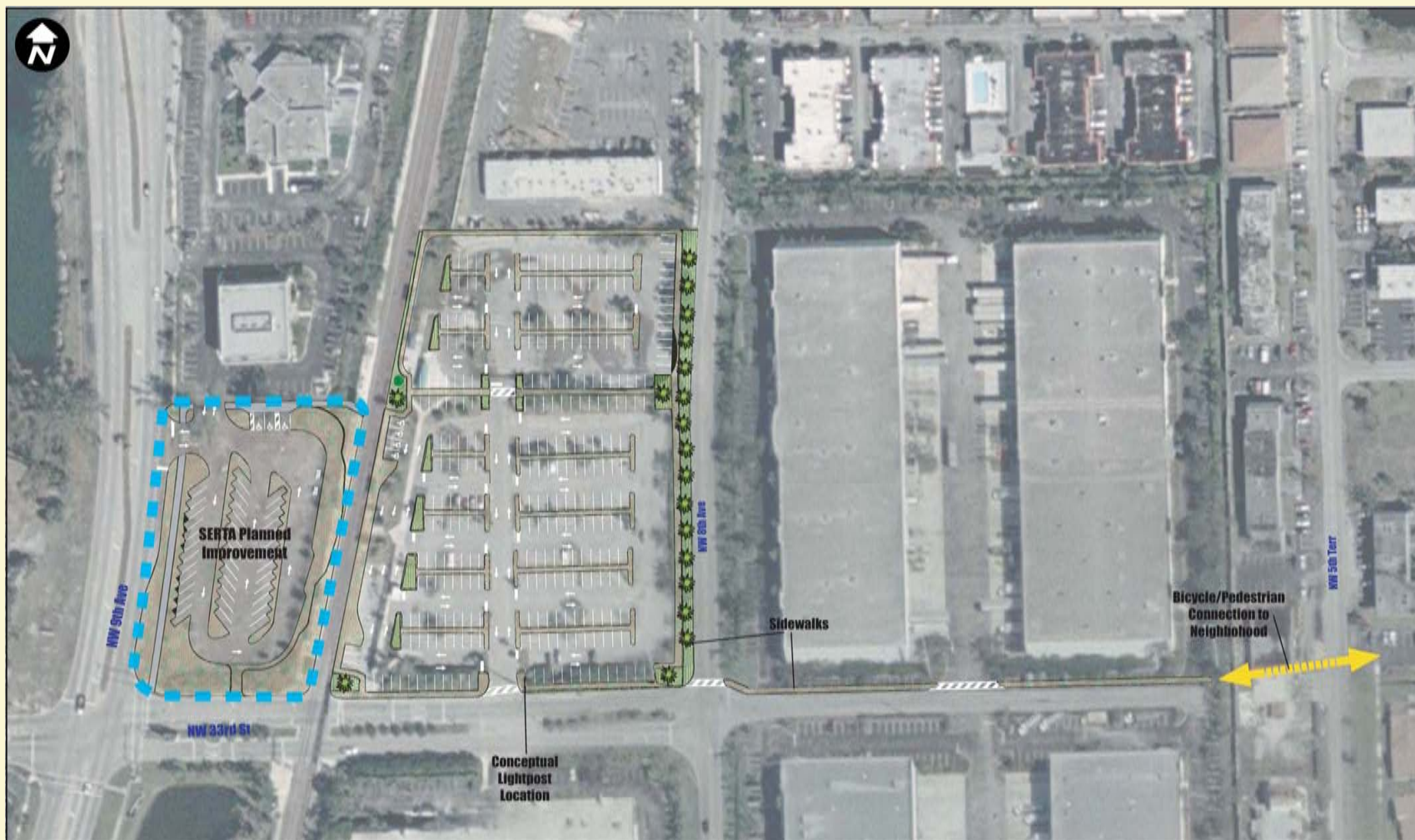
Boca Raton – Long Term



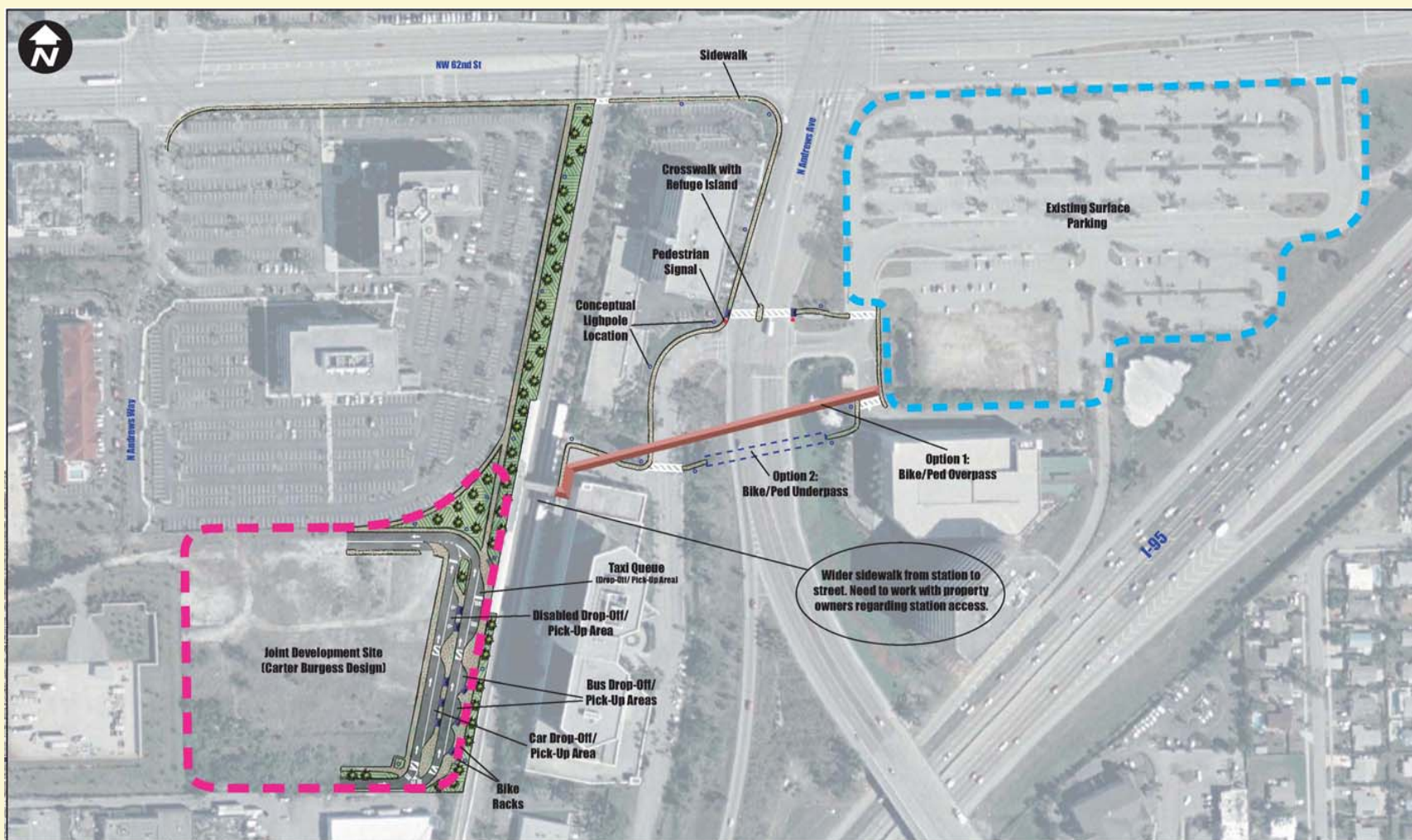
Deerfield Beach



Pompano Beach



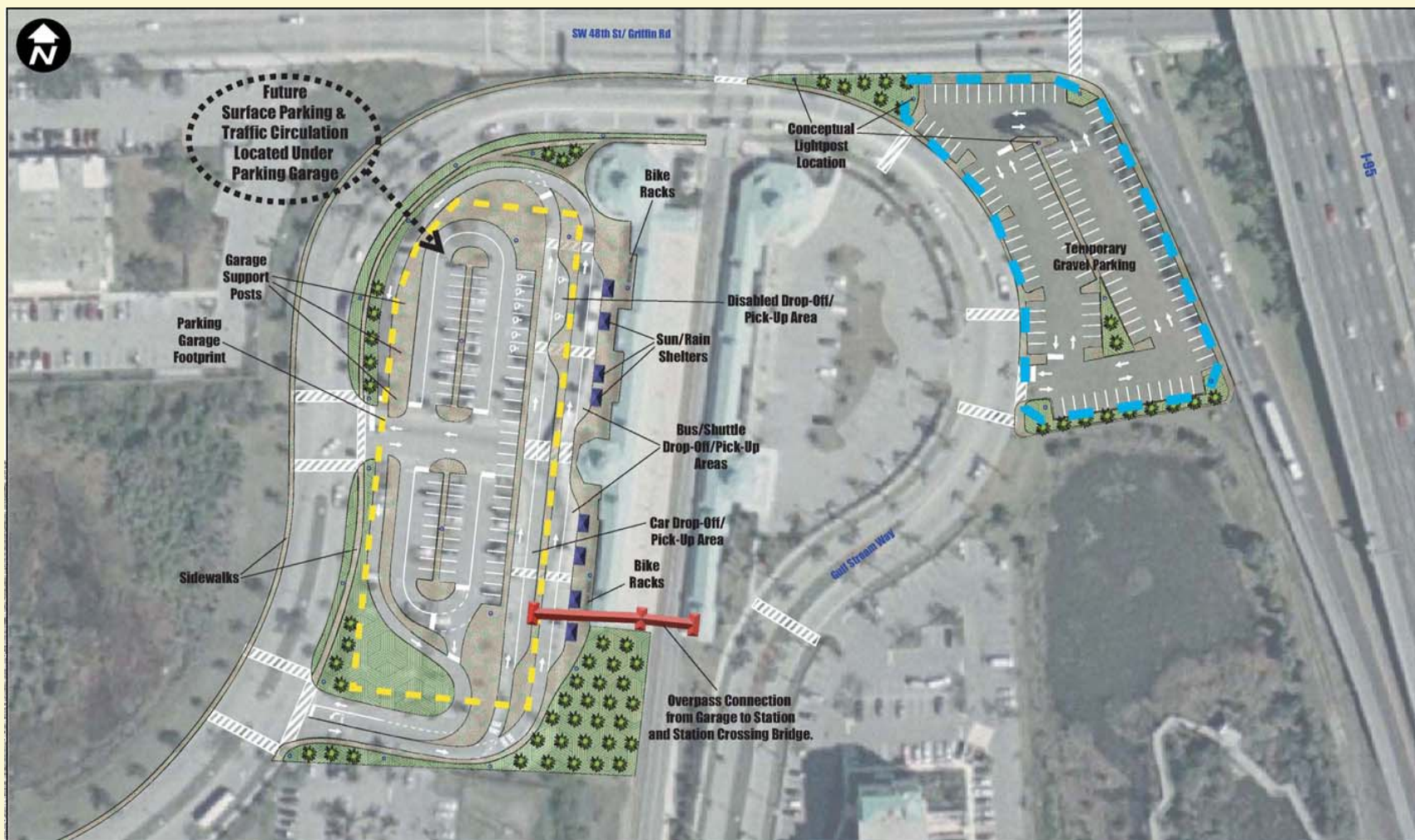
Cypress Creek



Ft. Lauderdale



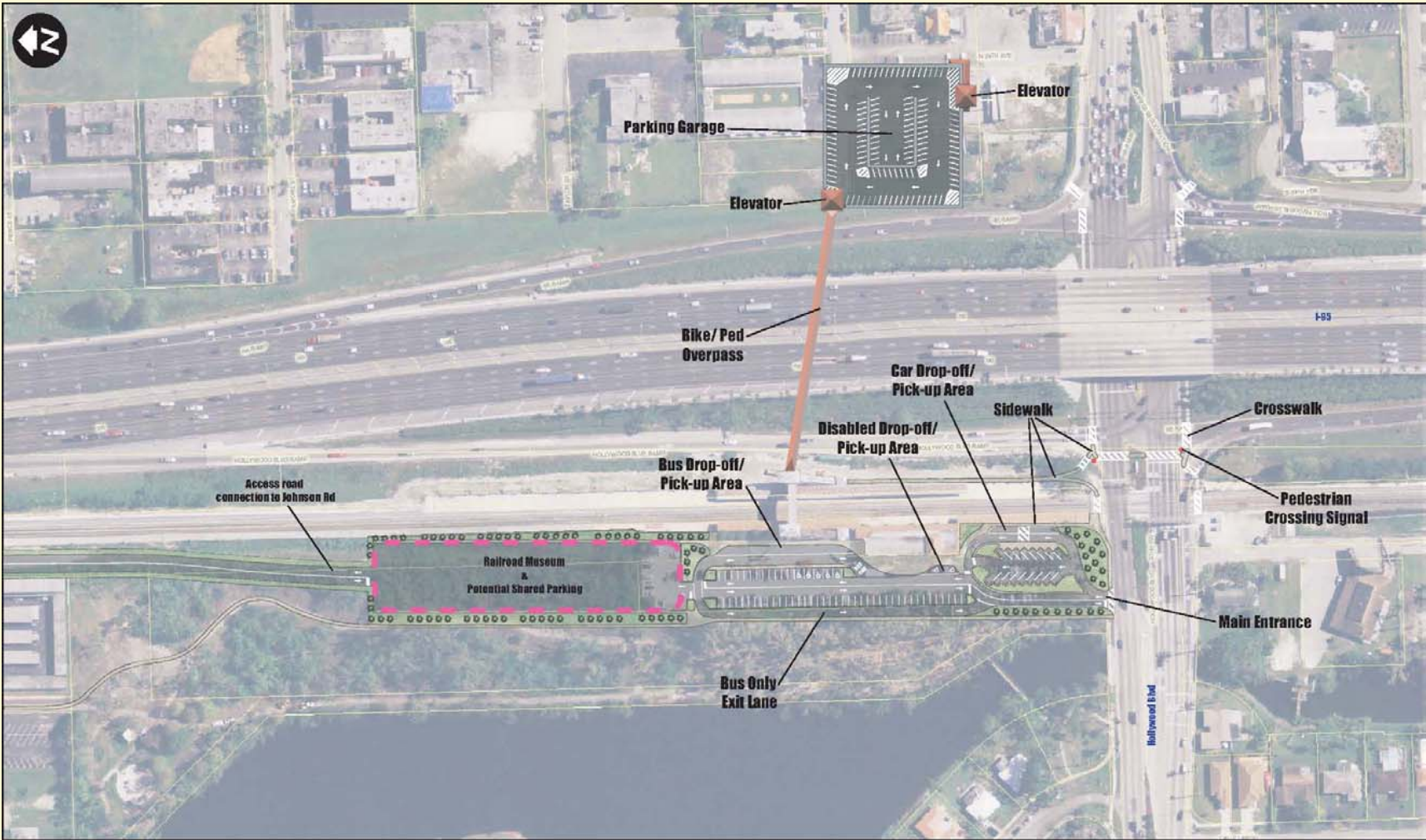
Ft. Lauderdale Airport



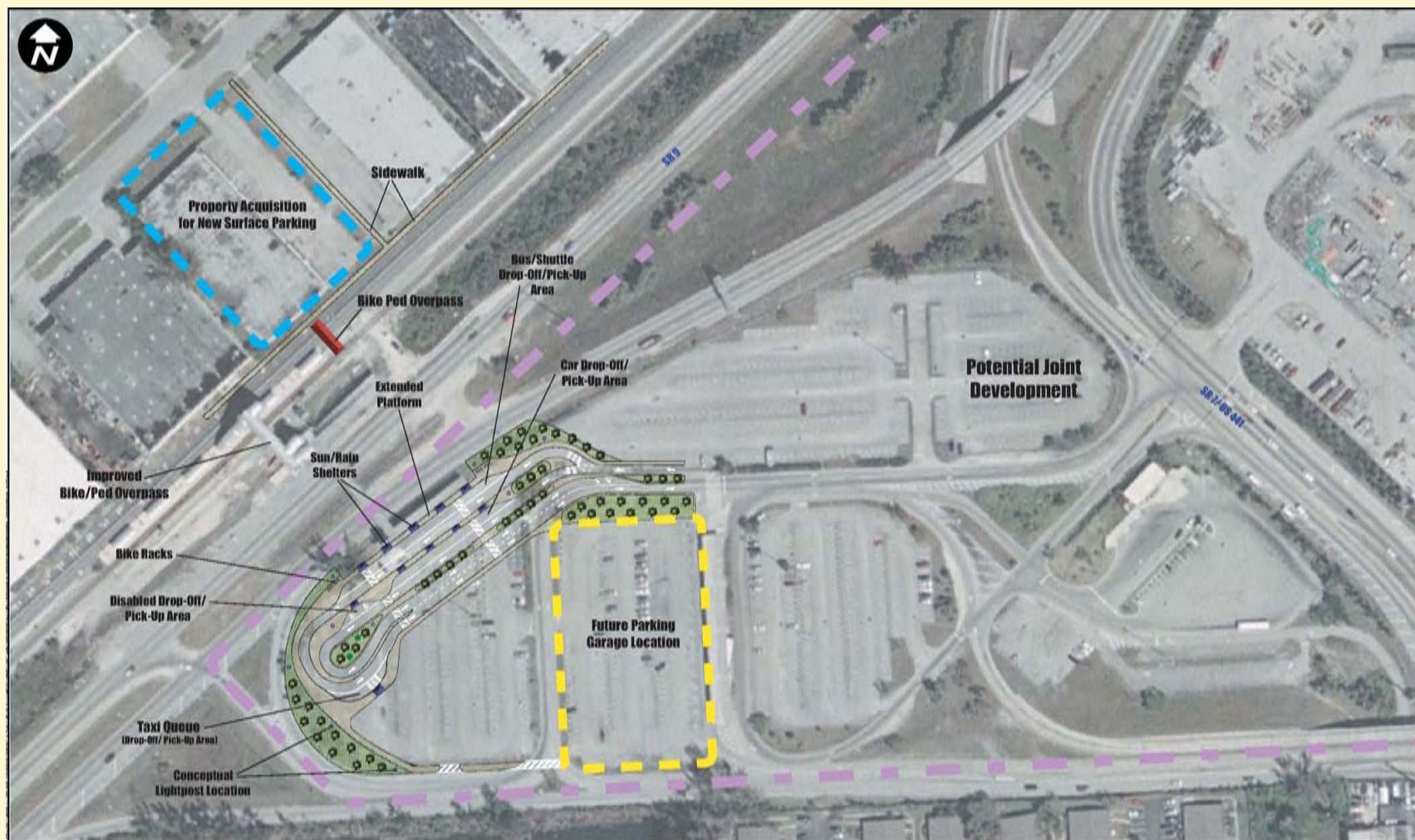
Sheridan Street



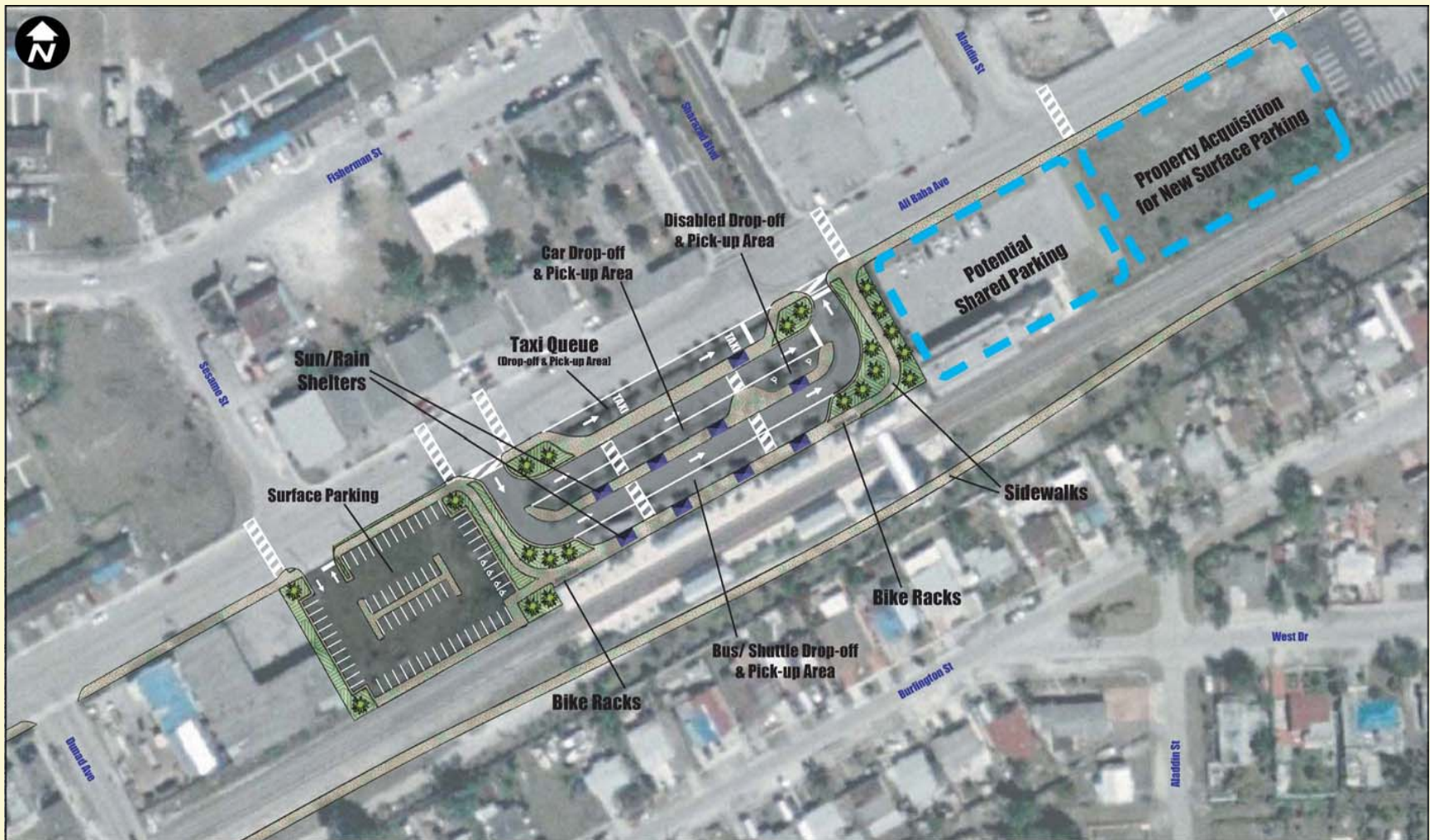
Hollywood



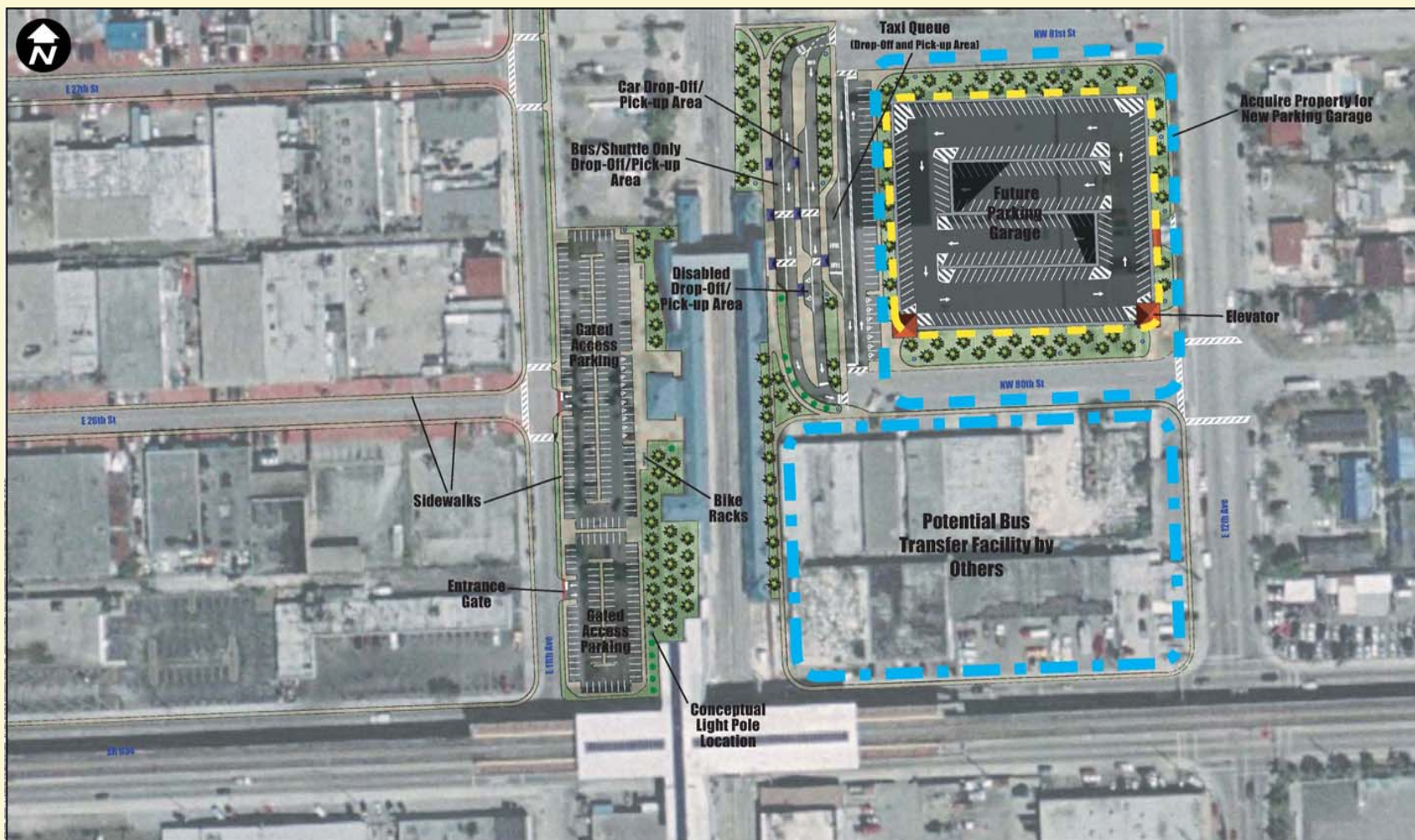
Golden Glades



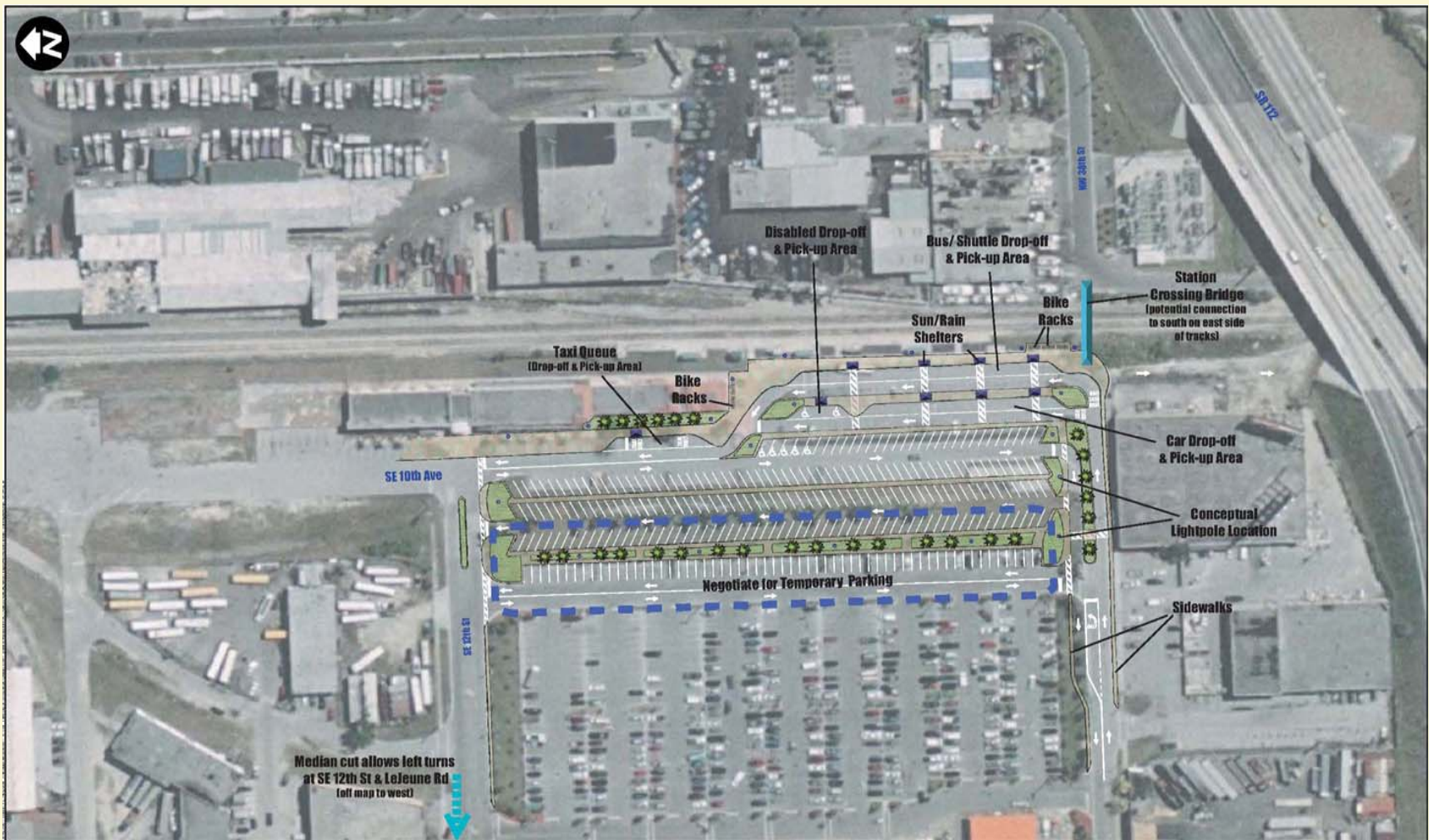
Opa-locka



Tri-Rail/Metrorail Transfer



Hialeah Market



Miami Airport



Engineering & Construction Executive Summary May 2007

New River Bridge Construction, May 2007

Substantial Completion for the New River Bridge was achieved on November 27, 2006. All associated trackwork for the bridge is being performed by Herzog Construction under Change Order #44 of the New River Bridge Contract.

On April 13, 2007, Tri-Rail and Amtrak began rail service over the New River Bridge on both ML 1 and ML 2 tracks. Dispatching for the carve out section of ML 1 and ML 2 tracks over the New River Bridge is being provided by Amtrak under a Contract to SFRTA.

In May 2007, the remaining field welds were completed and tested, and punch list items on the bridge completed.

New River Bridge Project Executive Summary for May 2007

CONSTRUCTION PROGRESS: Bridge is substantially completed

Main span steel erection was completed in November 2006.

All decks have been completed and waterproofed. North and south approach slabs are complete. Waterproofing membrane and protective asphaltic boards were placed across the main span (span 15) and are complete, inspected and accepted.

At the northern end of the Project, the precast curb panels on the east side of the T-Wall and the precast barrier walls on the west side of the T-Wall are 100% complete. Installation of Wall "A" is 100% complete. The berms, drainage, sodding and seeding work for the entire Project is 100% complete.

Trackwork: Track work on the NRB has been accepted for service and all testing and commissioning of the signal system and dispatch communication systems have been accepted. On April 13, 2007, Tri-Rail and Amtrak began service over the NRB. *In May 2007, the remaining field welds were completed and tested, and punch list items on the bridge completed.*

PERMITS: All SFRTA/Tri-Rail permits acquired

All environmental permits have been obtained (this includes the United States Coast Guard (USCG) Bridge Permit).

CONTRACT ADMINISTRATION: 44 Change Orders executed to date

Change Notices and Change Orders - To date SFRTA/Tri-Rail has originated and issued 46 Change Notices and executed 44 Change Orders.

Claims - To date, WGI has issued no claims and 17 Requests for Change (RFC). SFRTA/Tri-Rail has agreed to RFCs No. 1, 2, 7, 9 and 17; negotiated a settlement on RFC 10 denied RFCs No. 3, 4, 5, 11, and is reviewing RFCs 6, 12, 13, 14 and 15. WGI has cancelled RFC No. 8. RFC 16 for Additional CSXT Requirements is still being reviewed.

PROJECT CONTROLS: Schedule Update 33NR

Schedule Control – Schedule Update 33NR (data date of January 31, 2007) with a November 27, 2006 actual Substantial Completion date was submitted last period and is still under review.

SFRTA/FDOT has negotiated a time extension of 111 days pertaining to the Bascule Bridge delays (CO#43), however, the cost negotiations are currently on-going.

WGI Cost Control - *Herzog's Payment Application #5 for the period ending April 30, 2007 was submitted May 10, 2007 in the amount of \$629,034.30.* WGI's Payment Application No. 37 was recommended for payment approval to SFRTA/Tri-Rail by the PMC on December 15, 2006. This application was the release of \$1,781,812.17 of retention. *WGI's Payment Application No. 38 was recommended for payment approval to SFRTA/Tri-Rail on May 22, 2007 in the amount of \$101,850.11.*

As of **May 31, 2007**, WGI (including Herzog) has expended **\$62,144,052.90 (97.13%)** of the contract price (\$63,978,126.14). The current contract substantial completion date is November 27, 2006, which yields 1,239 days of the Contract duration.

The PMC has expended \$5,635,206.00 (94.04%) of the PMC budget (\$5,992,075.06) and 1580 days (98.01%) of the 1612 days Contract duration through May 31, 2007.

AGENDA REPORT
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING
June 22, 2007

MAY RIDERSHIP

Total monthly ridership for May has increased 3.2 % when compared to May of last year. Weekday ridership has decreased by 0.5% for May, while the average weekday ridership in May 2007 was 11,538 per day versus 11,600 per day for 2006. Total weekend ridership has increased by 27.9% when compared to last year. Total Fiscal Year ridership is up by 29.6%.

Revenue is shown in Chart 3. Chart 2 shows ridership month-to-month and Chart 1 combines revenue and ridership month-to-month.

<u>Riders</u>	Actual May 2007	Actual May 2006	May '07 vs. '06 %	FY 07 Rider ship To Date	FY 06 Rider ship To Date	FYTD '07 vs. '06 %
M-F	253,841	255,198	-0.5%	2,660,212	2,054,677	29.5%
Saturday	20,125	19,884	1.2%	232,528	182,900	27.1%
Sunday	17,747	15,356	15.6%	195,742	143,612	36.3%
Holidays	11,817	3,586	229.5%	36,316	29,190	24.4%
	303,530	294,024	3.2%	3,124,798	2,410,379	29.6%

Note: Ridership figures are based on daily reports from Herzog.

Chart 1 - SFRTA Riders and Revenue Trends

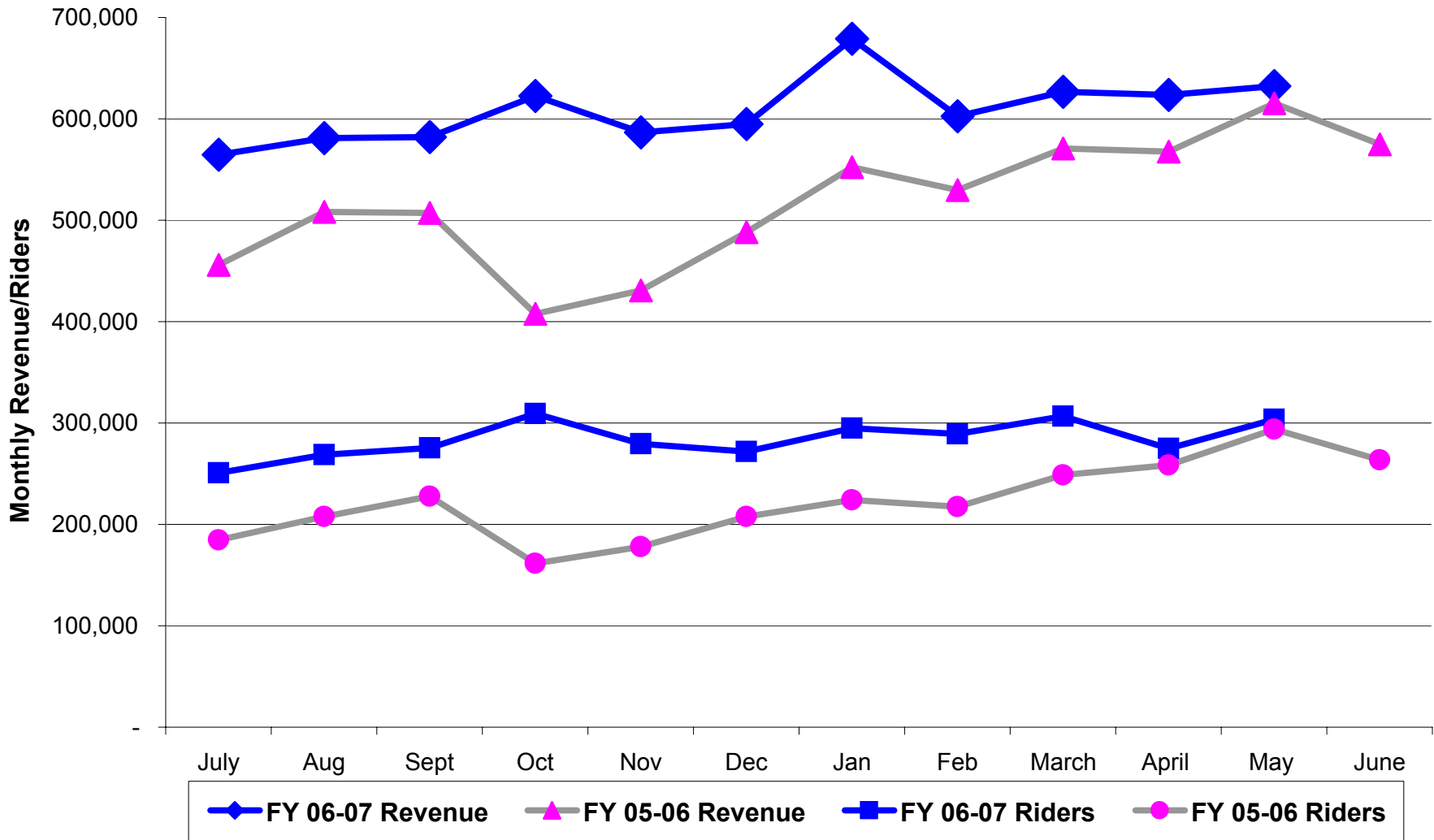


Chart 2 - SFRTA Riders

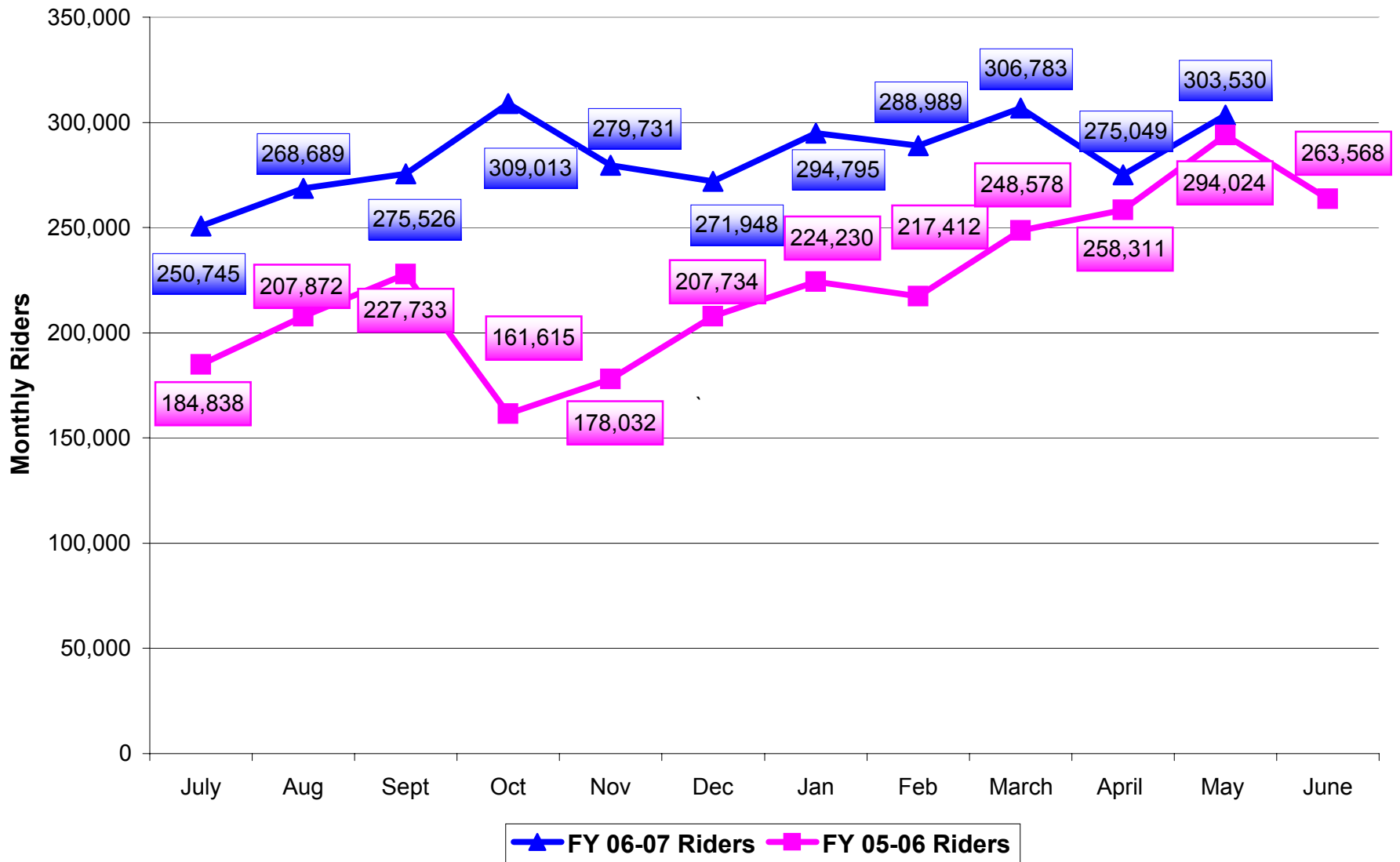
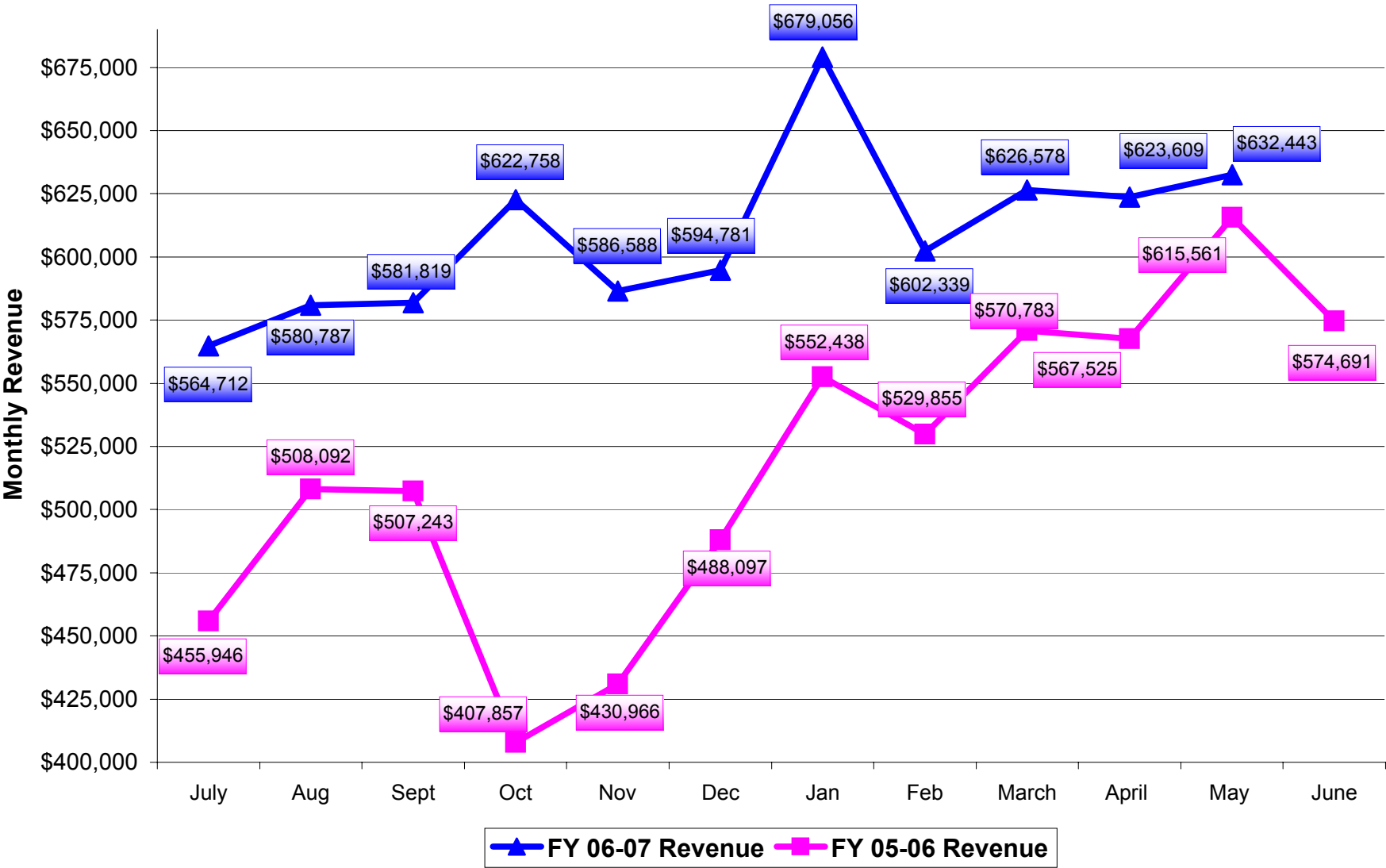


Chart 3 - SFRTA Revenue





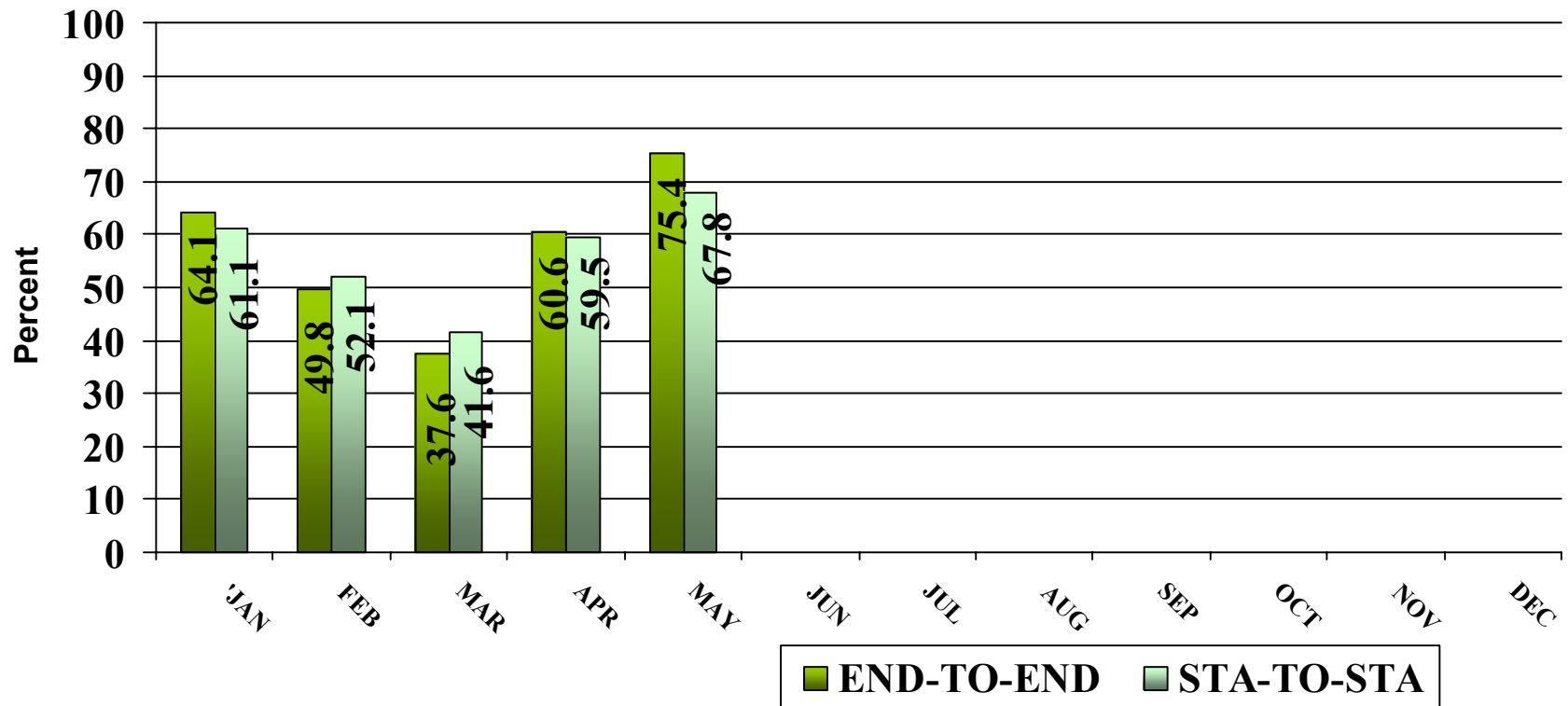
MAY 2007 ON TIME PERFORMANCE

Causal Analysis Summary

OTP End To End			75.4%
OTP Station To Station			67.8%
	NUMBER OF INCIDENTS	NUMBER OF LATE TRAINS	PERCENT OF TOTAL TRAINS
DELAY CAUSES			
PD/FD Activity	1	1	0.1%
<u>SUB-TOTAL</u>	1	1	0.1%
<u>CSX AGREEMENT</u>			
CSX FRIEIGHT	5	6	0.6%
LOCAL SWITCHER	7	11	1.1%
JAX DISPATCHER	3	7	0.7%
MOW	9	84	8.3%
<u>SUB-TOTAL</u>	24	108	10.7%
<u>OUTSIDE CSX</u>			
COMMUNICATIONS	1	10	1.0%
SIGNALS-COMP.	8	21	2.1%
CSX OPERATIONS	0	0	0.0%
<u>SUB-TOTAL</u>	9	31	3.1%
HTSI MECHANICAL	3	5	0.5%
HTSI TRANSPORTATION	2	2	0.2%
AMTRAK	5	5	0.5%
FEC DELAY	9	16	1.6%
NEW RIVER BRIDGE	1	1	0.1%
WEATHER	3	17	1.7%
ROW FOUL	5	16	1.6%
SFRTA TRANSPORTATION	6	8	0.8%
STATION CONSTRUCTION	0	0	0.0%
OTHER	7	10	1.0%
3rd Party	5	16	1.6%
DMU Mechanical	0	0	0.0%
Bridge Signals	3	13	1.3%
<u>SUB-TOTAL</u>	49	109	10.7%
TRAINS DELAYED		249	24.6%
TRAINS ON TIME		765	75.4%
TOTAL		1014	100.0%

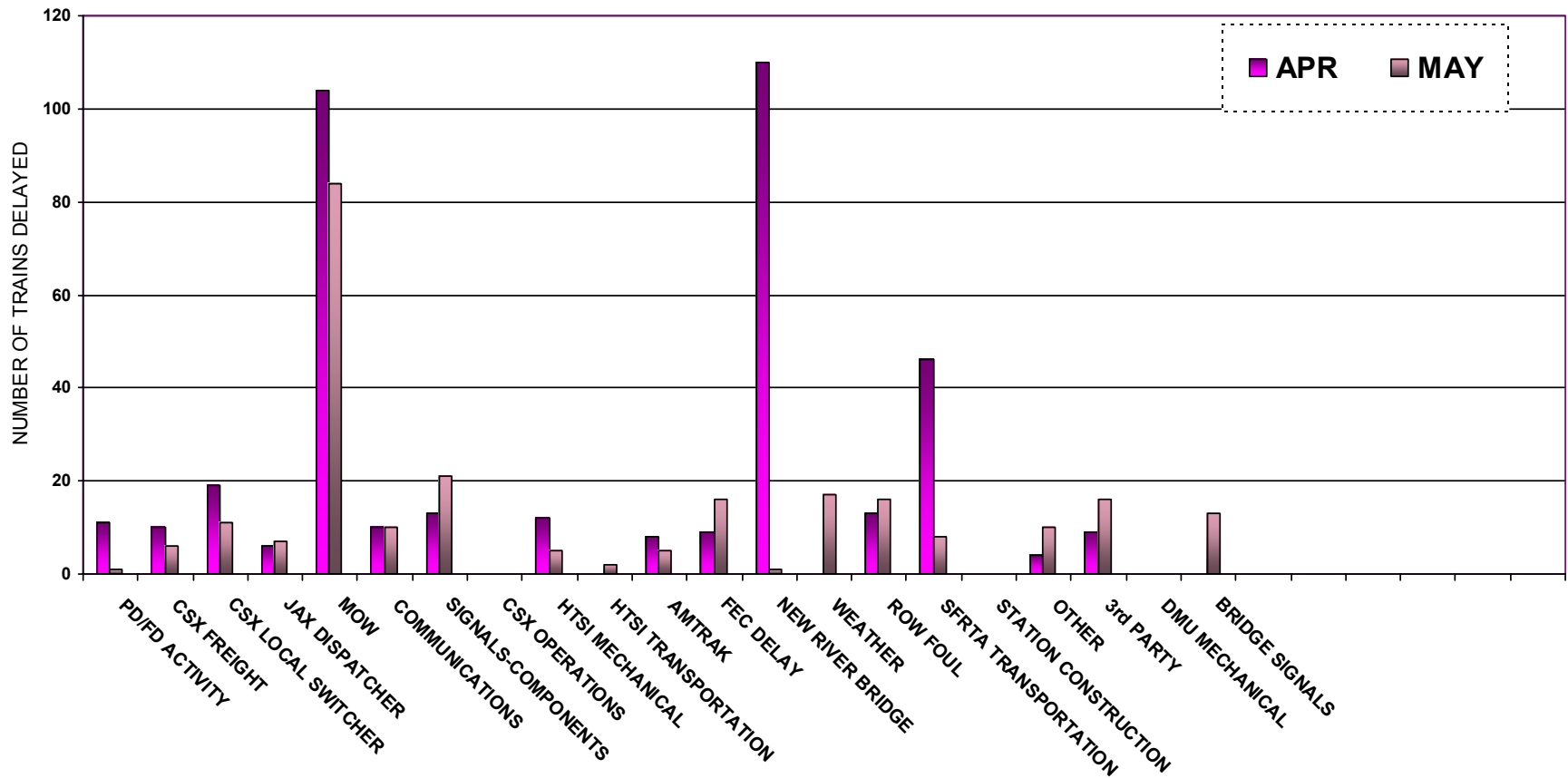


On-Time Performance Calendar Year 2007



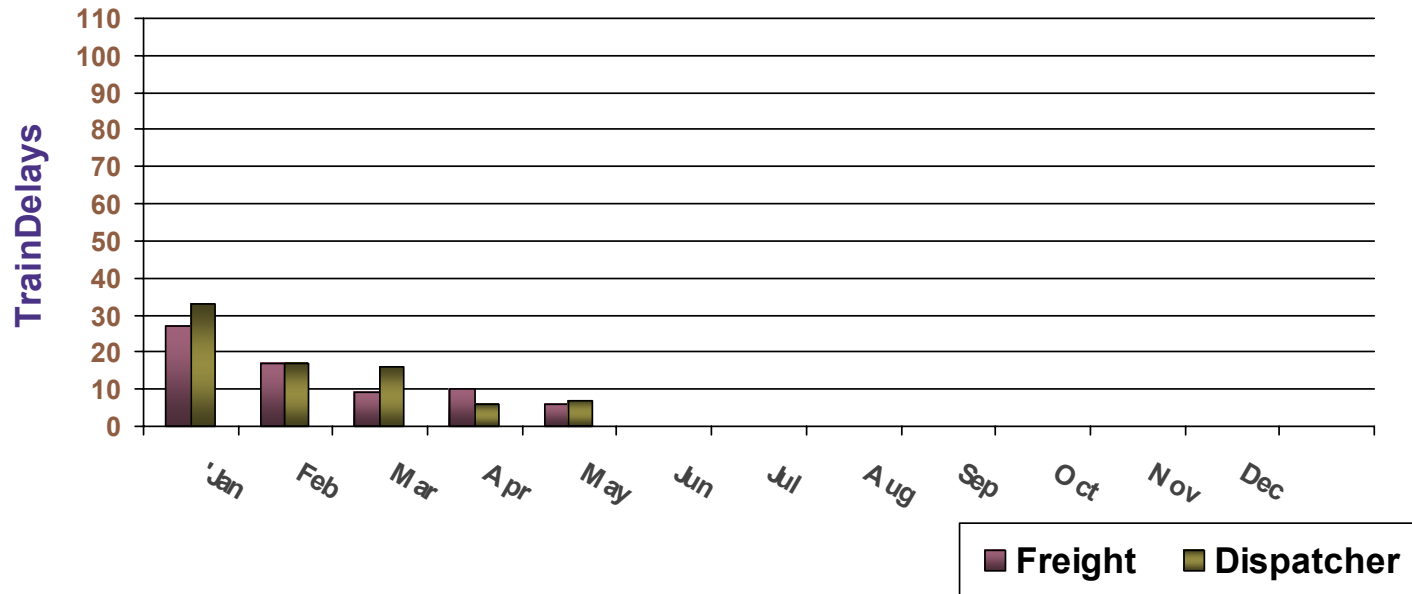


TRAIN DELAYS 2007



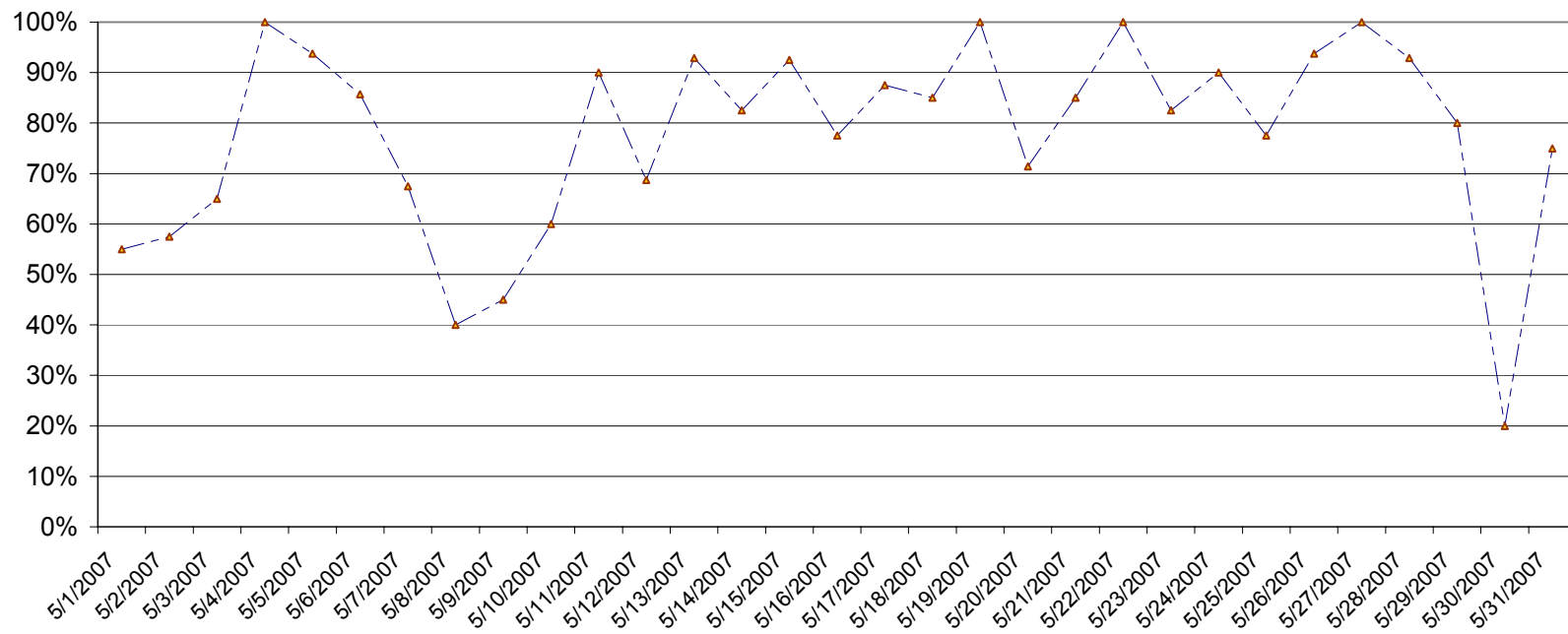


CSXT JAX Dispatcher & Freight Delays 2007

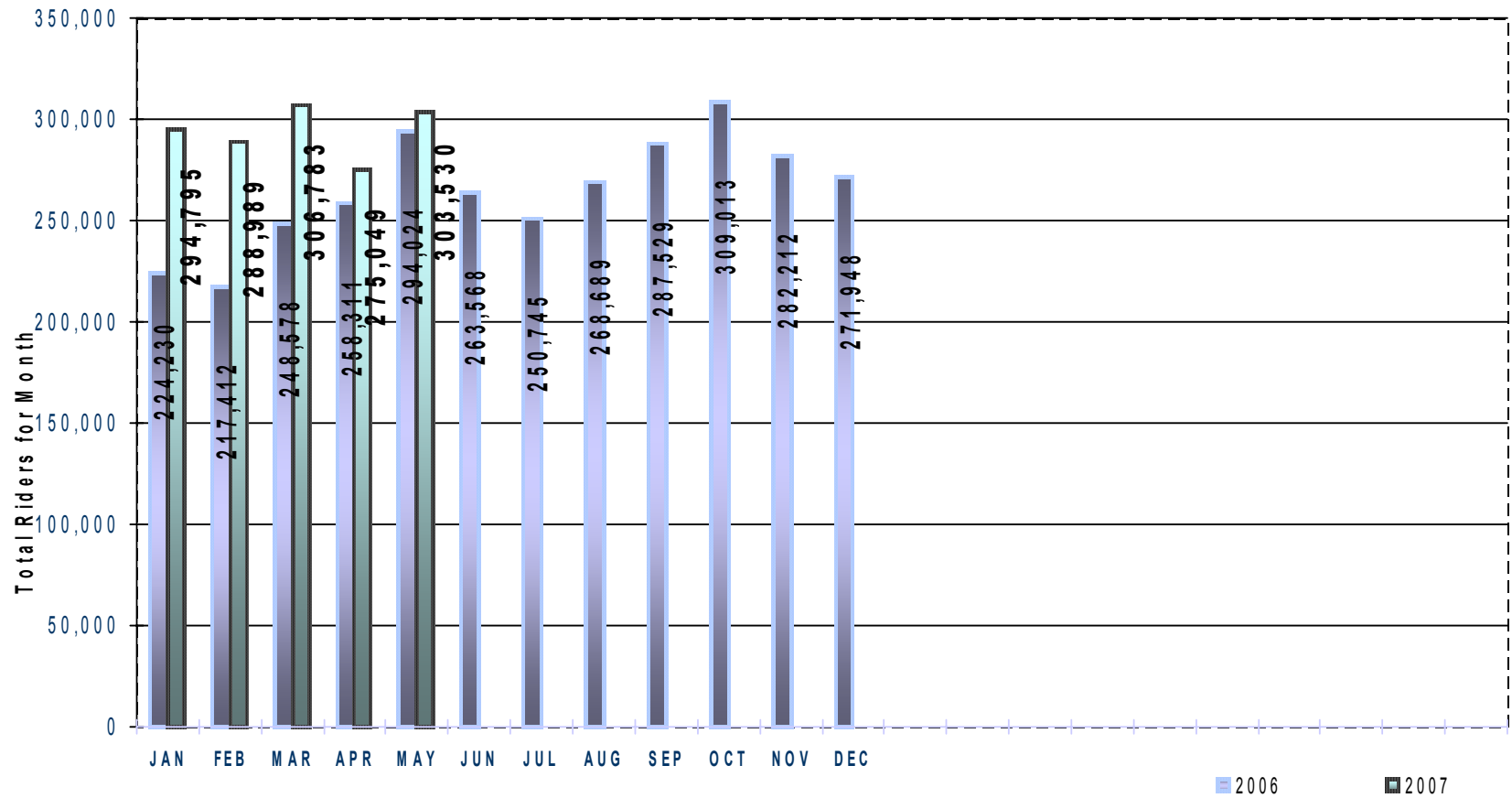




ON TIME PERFORMANCE END TO END - 2007



SFRTA-Tri-Rail Monthly Ridership 2007



AGENDA ITEM D

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY MARKETING DEPARTMENT MONTHLY SUMMARY FOR MAY 2007 GOVERNING BOARD MEETING June 22, 2007

EMPLOYER DISCOUNT PROGRAM

The Employer Discount Program (EDP) added 37 new employers and 165 new employees during the month of May.

- The total number of EDP tickets recorded as sold in May was 2009 and the total revenue generated was \$91,067

The following companies joined the Employer Discount Program (EDP) in May:

Employer	City	Enroll Date
Partech, Inc.	Delray Beach	5-01-07
Levy & Associates	Ft. Lauderdale	5-01-07
Restaurant Services, Inc.	Coral Gables	5-01-07
RACI Building Services, Inc.	Ft. Lauderdale	5-04-07
World Thrift	Lake Worth	5-04-07
FMC Group, Inc.	Boca Raton	5-07-07
Eyers One, Inc.	Miami	5-07-07
Sheehan Buick Pontiac GMC, Inc.	Lighthouse Point	5-09-07
Call 4 Health	Boca Raton	5-10-07
Area Agency on Aging	West Palm Beach	5-14-07
Vertical Yacht Club Development	Ft. Lauderdale	5-14-07
Gulfstream Media Group	Ft. Lauderdale	5-14-07
East Coast Plastics	Ft. Lauderdale	5-15-07
Integrated Drive Systems, Inc.	Opa-locka	5-15-07
Old Navy-Gap, Inc.	Tampa	5-15-07
American Marine Products	Pompano Beach	5-17-07
JMS North America Corporation	Ft. Lauderdale	5-17-07
Allstate Productions, Inc.	Pompano Beach	5-17-07
Universal Jewelers, Inc.	Miami	5-22-07
Humane Society of Broward County, Inc.	Ft. Lauderdale	5-22-07
Tri-County Document Services, Inc.	Plantation	5-22-07
Banco Pastor Miami Agency	Miami	5-23-07
Eastern Poultry	Ft. Lauderdale	5-23-07
Advantage Service Group	Plantation	5-24-07
U.S. Department of Justice Bureau of ATFE	Ft. Lauderdale	5-25-07
Aztec Airways	Pembroke Pines	5-30-07
Tours and Tickets, Inc.	Miami	5-30-07
Starmobile, LLC	Dania Beach	5-30-07

Global Nutrition Distribution	West Palm Beach	5-30-07
Partners in Action, Inc. The Kios Ecology Corps	Ft. Lauderdale	5-30-07
Land Tech Survey	Ft. Lauderdale	5-30-07
Advantage Services Group	Plantation	5-30-07
Speyer Door and Window, Inc.	Boca Raton	5-31-07
Stone & Cabinets Plus	West Palm Beach	5-31-07
Management Health Systems	Ft. Lauderdale	5-31-07

EDP SALES MISSIONS

May:

Advantage Services Group	Winter Park
Management Health Systems	Ft. Lauderdale
Office Depot	Boca Raton
Area Agency on Aging	West Palm Beach
Humane Society of Broward County	Ft. Lauderdale
Aztec Airways	Pembroke Pines
East Coast Plastics	Ft. Lauderdale
Management Health Systems	Ft. Lauderdale
Blue Cross/Blue Shield	Ft. Lauderdale
Sound Advise	Hollywood
AVM, LP	Boca Raton
AT&T Communication	Ft. Lauderdale
Gulfstream Media Group	Ft. Lauderdale
Universal Jewelers, Inc.	Miami
ZLB Plasma	Boca Raton
Airlogic	Boca Raton

NEW SCHEDULE

May's activities in preparation of the June 4th new schedule date included the production of new collaterals including a tri-lingual pocket schedule, station information boards, press releases, seat drops, and conductor/station announcements.

GETTING YOU THERE ON THE DOUBLE

Plans for a major marketing campaign to support the new schedule were finalized in May in anticipation of a June 4th launch. Components include a full page wrap of the three major daily newspapers and their Spanish-language subsidiaries, radio and TV ads, mailings to area chamber of commerce members, advertising in publications targeting Hispanic and African/American communities, and a partnership with Dunkin' Donuts.

DHS PRESS CONFERENCE

SFRTA collaborated with MDT to stage a press conference to acknowledge the Department of Homeland Security's grants to both agencies to support additional training for security officers and train crews. Regional media coverage, both electronic and print, was achieved and included the Anglo and Hispanic markets.

RAIL~VOLUTION

Marketing staff continued to support the Rail~Volution effort by finalizing plans for mobile workshops and producing fund-raising collaterals.

COMMUTER CHALLENGE

SFRTA partnered with South Florida Commuter Services and other transit agencies to encourage people to leave their cars at home for a day to try alternate means of commuting. Radio remotes were held at the Metrorail Transfer, Fort Lauderdale and West Palm Beach stations. Dunkin' Donuts provided product for passengers during the remotes. A voucher was loaded on the website, which allowed passengers to ride free that day. SFRTA saw an increase of approximately 800 passengers.

CLEAN-AIR ACTIVITIES

Marketing staff provided educational and travel information during the Broward County Department of Environmental Protection organized outreach event in Fort Lauderdale along Riverwalk. Several other transportation and environmental agencies also promoted clean-air alternatives including the use of public transportation.

AIR & SEA SHOW AND SUNFEST

Marketing arranged employee staffing, assisted in the coordination of bus arrangements, provided collateral materials, coordinated with Amtrak and Greyhound representatives, and staffed stations. Employees from throughout the agency assisted in coverage at stations during the events.

SENIOR IDOL

SFRTA/Tri-Rail co-sponsored Holy Cross Hospital's Senior Idol talent contest held at Parker Playhouse in Fort Lauderdale and participated in the selection of winners. Attendees were provided with a program for the event which contained a coupon with instructions on obtaining complimentary Tri-Rail tickets. A booth was also set up outside and within the theater lobby to provide interested attendees with Tri-Rail travel information.

AFRICAN-AMERICAN HERITAGE LIBRARY'S 2007 NATIONAL SALUTE TO AMERICA'S HEROES

Marketing staff participated in the "Second Annual Community Recognition Day Program Honoring Barrington Irving and Honorable Elijah H. Williams."

OFFICE DEPOT SAFETY FAIR

Marketing staff promoted the Employer Discount Program during Office Depot's Annual Safety Fair.

T-REX TECHNOLOGY CENTER

Marketing staff provided employees from over 10 companies in the T-REX Center with Tri-Rail and Employer Discount Program information and provided Blackstone Management with information on schedule change updates.

EL SOL/JUPITOR NEIGHBORHOOD RESOURCE CENTER

Marketing staff members presented Tri-Rail information in Spanish for day-labor workers.

MEET & GREET

Marketing representatives coordinated and staffed a combined Meet & Greet and Commuter Challenge event at the Metrorail Station.

DOWNTOWN WEST PALM BEACH TRANSPORTATION FORUM

Marketing staffed an information booth and participated in a South Florida Commuter Service (SFCS) organized transportation forum.

FORUM BUILDINGS

Marketing staff participated in the Transportation Day event to promote the use of public transportation to tenants of the Forum Buildings in West Palm Beach.

ONGOING COMMUNITY OUTREACH EVENTS

OPERATION LIFESAVER

Marketing staff members provided Operation Lifesaver presentations to Miami Gardens Elementary School students.

SENIOR OUTREACH

Marketing staff provided over 70 members of the Jewish Couples Club with an educational and informational presentation at Patch Reef Park in Boca Raton. The group will be planning several outings onboard Tri-Rail as a result of the presentation.

BOYNTON BEACH CHAMBER OF COMMERCE

Marketing staff attended the Chamber's May "Power Leads" networking meeting

STUDENT OUTREACH

Marketing staff participated in Florida Atlantic University's (FAU's) Student Orientation to inform students of their transportation options.

Marketing staff attended Florida Education Center's Job Fair in Lauderhill to provide job-seeking students with transportation options.

Marketing staff met with SFEC/TMA's Administrative Coordinator to discuss potential outreach possibilities including placement of posters promoting the Tri-Rail/SFEC shuttle connection to current and potential SFEC students.

CORPORATE OUTREACH

Marketing staff members attended the Human Resource Association of Broward County's (HRABC) May workshop and networking events.



EXECUTIVE SUMMARY BUDGETED INCOME STATEMENT

May 2007

Budgeted Income Statement

Revenue:

For May 2007 year-to-date (YTD) actual revenue is up \$480,735 or 7 % when compared to the FY 2006/07 YTD budgeted revenue. Actual revenue is also up \$1,360,029 or 24% when compared to the FY 2005/06 YTD actual revenue. This can be attributed to an increase in service as well as ridership. SFRTA is still within budget as actual expenses for the year was \$1,874,248 below budget. (see Expenses below).

Expenses:

Currently, expenses are \$1,874,248 or 4% below budget. All expenses are well within budget. As of July 1, 2006, the price of fuel was budgeted at \$2.10 per gallon. Currently as of May 1, 2007, the average price of fuel per gallon is \$2.19. Staff will continue to monitor the price of fuel.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
BUDGETED INCOME STATEMENT
5/01/07 TO 5/31/07

REVENUE	MAY 2007 ACTUAL REVENUE	YTD ACTUAL REVENUE	YTD BUDGETED REVENUE	OVER (UNDER) BUDGET	2006-07 ANNUAL BUDGET	BUDGET AVAILABLE
Train Revenue	\$632,443	\$6,695,229	\$6,306,396	\$388,833	\$6,699,974	\$4,745
Interest Income / Other Income	20,123	366,902	275,000	91,902	300,000	(66,902)
Advertising Revenue/Other Revenue	-	-	-	-	-	-
TOTAL TRAIN REVENUE	\$652,566	\$7,062,131	\$6,581,396	\$480,735	\$6,999,974	(\$62,157)
OPERATING ASSISTANCE						
FDOT Operating JPA	773,800	10,642,355	11,269,200	(626,845)	13,863,000	3,220,645
FDOT Feeder Service JPA	130,470	1,557,063	2,405,543	(848,480)	2,662,774	1,105,711
FDOT-DMU Assistance	-	-	274,999	(274,999)	1,100,000	1,100,000
FDOT-Marketing Grant	-	-	-	-	-	-
FHWA	100,000	3,974,245	3,983,779	(9,534)	4,000,000	25,755
FTA Assistance	700,904	6,357,950	6,932,490	(574,540)	7,976,418	1,618,468
Counties Contribution	1,501,861	10,975,139	10,975,138	-	12,477,000	1,501,861
Broward Co. Feeder Service	-	554,424	575,010	(20,586)	606,294	51,870
Other Local Funding	-	100,000	100,000	-	100,000	-
TOTAL ASSISTANCE	\$3,207,035	\$34,161,177	\$36,516,160	(\$2,354,983)	\$42,785,486	\$8,624,309
TOTAL REVENUE	\$3,859,601	\$41,223,308	\$43,097,556	(\$1,874,248)	\$49,785,460	\$8,562,152
EXPENSES	MAY 2007 ACTUAL EXPENSES	YTD ACTUAL EXPENSES	YTD BUDGETED EXPENSES	(OVER) UNDER BUDGET	2006-07 ANNUAL BUDGET	BUDGET AVAILABLE
Train Operations	2,320,596	23,829,052	24,303,767	474,715	29,014,061	5,185,009
Personnel Services	605,265	7,433,157	7,777,875	344,717	8,522,750	1,089,593
Train Fuel Contract	355,571	3,958,595	4,174,965	216,370	4,603,828	645,233
Feeder Service	254,659	3,009,465	3,276,970	267,505	3,694,876	685,411
General & Administrative Expenses	242,959	1,839,613	1,970,837	131,225	2,157,425	317,812
Marketing Expenses	56,032	767,488	892,352	124,864	1,028,020	260,532
Professional Fees	92,719	867,695	1,012,458	144,764	1,104,500	236,806
Reserve	-	-	458,333	458,333	500,000	500,000
Expenses Transferred to Capital	(68,200)	(481,756)	(770,000)	(288,244)	(840,000)	(358,244)
TOTAL EXPENSES	\$3,859,601	\$41,223,308	\$43,097,556	\$1,874,248	\$49,785,460	\$8,562,152



FINANCE & INFORMATION TECHNOLOGY EXECUTIVE SUMMARY

INVOICES OVER \$2,500

During May 2007, the SFRTA's Accounts Payable division processed 306 invoices totaling \$7,822,529.65 and disbursed 211 checks, excluding payroll, totaling \$3,494,436.59.

Invoices over \$2,500 represent 28.9% (61 checks) of all invoices processed in the month of May, and represent 97.2% of the value (\$3,396,885.66) of all checks processed in May 2007.

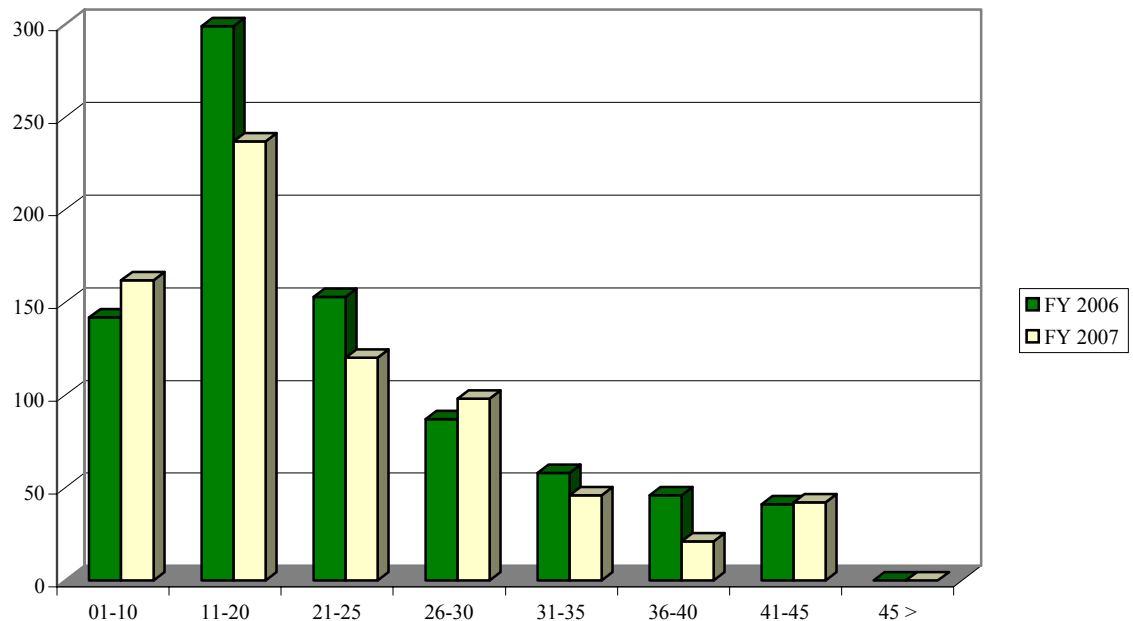
Accounts Payable processed 67.2% (41 checks) of the checks over \$2,500 within the 21-25 days, with 83.6% (51 checks) of the checks over \$2,500 processed within 30 days.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PAYMENT CYCLE REPORT - MAY 2007
FOR INVOICES \$2,500 AND OVER

AGENDA ITEM NO. F

MONTHLY AVERAGE JULY 2006 TO JUNE 2007		MONTHLY AVERAGE JULY 2005 TO JUNE 2006	
INVOICE CYCLE	% OF TOTAL	INVOICE CYCLE	% OF TOTAL
0 -10 Days	22.3%	0 -10 Days	17.2%
11-20 Days	32.6%	11-20 Days	36.2%
21-25 Days	16.5%	21-25 Days	18.5%
26-30 Days	13.5%	26-30 Days	10.5%
31-35 Days	6.3%	31-35 Days	7.0%
36-40 Days	2.9%	36-40 Days	5.6%
41-45 Days	5.8%	41-45 Days	5.0%
Over 45 Days	0.0%	Over 45 Days	0.0%

AVERAGES FOR 2006 and 2007



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007
INFORMATION ITEM: PAYMENTS OVER \$2,500
MAY 1 THRU MAY 31, 2007

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
OPERATING EXPENSES							
5/2/2007	5/2/2007	5/2/2007	5/2/2007	0	UNITED LIFE INSURANCE	Long Term Disability	3,707.47
5/2/2007	5/2/2007	5/2/2007	5/2/2007	0	STATE OF FLORIDA GROUP	Health Insurance -05/2007	4,780.00
5/2/2007	5/2/2007	5/2/2007	5/2/2007	0	DEPT OF FINANCIAL SVCS	SFRTA Deferred Compensation	7,244.11
5/2/2007	5/2/2007	5/2/2007	5/2/2007	0	FLORIDA DEPT OF REVENUE	Unemployment -05/07	6,883.37
5/2/2007	5/2/2007	5/2/2007	5/2/2007	0	SUNTRUST PAYROLL TAXES	SunTrust Payroll Taxes	61,890.42
4/23/2007	4/25/2007	5/2/2007	5/4/2007	11	DOWNTOWN FT LAUDERDALE	TMA Feeder Svcs -03/01-31/2007	2,918.25
4/23/2007	4/25/2007	5/2/2007	5/4/2007	11	WACKENHUT CORPORATION	Wackenhut WE -04/09-15/2007	70,929.29
4/17/2007	4/25/2007	5/2/2007	5/4/2007	17	BV OIL COMPANY	Train Fuel W/E -3/30/2007 -04/13/2007	330,331.70
4/2/2007	4/25/2007	5/2/2007	5/4/2007	32	HERZOG TRANSIT SERVICE	Misc HSTI Svcs -03-01-31/2007	63,534.00
3/28/2007	4/23/2007	5/2/2007	5/4/2007	37	MERIDIAN MANAGEMENT CORP	Station Maint -02/28/2007	8,744.14
4/19/2007	5/1/2007	5/11/2007	5/11/2007	22	NATIONAL RAILROAD PASSENGER	Dispatch Svcs -01/26/2007	397,368.50
5/16/2007	5/16/2007	5/16/2007	5/16/2007	0	SUNTRUST PAYROLL TAXES	SunTrust Payroll Taxes	61,189.26
5/16/2007	5/16/2007	5/16/2007	5/16/2007	0	DEPT OF FINANCIAL SVCS	SFRTA Deferred Compensation	7,244.11
5/16/2007	5/16/2007	5/16/2007	5/16/2007	0	FLORIDA DIVISION OF RETIREMENT	SFRTA Retirement -04/07	44,218.49
5/16/2007	5/16/2007	5/16/2007	5/16/2007	0	STATE OF FLORIDA GROUP	Health Insurance -05/2007	62,559.60
5/4/2007	5/4/2007	5/10/2007	5/18/2007	14	UNITED STATES POSTAGE SERVICE	Postage -04/2007	6,000.00
5/1/2007	5/1/2007	5/10/2007	5/18/2007	17	FLORIDA POWER & LIGHT	Station Utilities -05/07	6,370.09
5/1/2007	5/4/2007	5/10/2007	5/18/2007	17	WACKENHUT CORPORATION	Wackenhut WE -04/16-22/2007	68,464.18
4/24/2007	5/1/2007	5/10/2007	5/18/2007	24	ACS	TVM Comp Support -04/01-30/2007	13,060.00
5/9/2007	5/10/2007	5/16/2007	5/23/2007	14	FLORIDA POWER & LIGHT	Station Utilities -05/07	8,220.74
5/8/2007	5/10/2007	5/16/2007	5/23/2007	15	C2 GROUP LLC	Fed/Leg Consult Svcs -04/01-30/2007	10,000.00
5/7/2007	5/10/2007	5/16/2007	5/23/2007	16	RESPECT OF FLORIDA	Admin Janitor Svcs -04/01-30/2007	3,531.90
5/4/2007	5/11/2007	5/16/2007	5/23/2007	19	CSX TRANSPORTATION	Dispatcher Exp -01/31/2007 04/09/2007	26,576.52
5/3/2007	5/10/2007	5/16/2007	5/23/2007	20	LIMOUSINES OF SOUTH FLORIDA	Brwd Feeder Svcs -04/16-30/2007	80,467.50
5/2/2007	5/10/2007	5/16/2007	5/23/2007	21	BV OIL COMPANY	Train Fuel -04/13-30/2007	226,062.52
5/2/2007	5/8/2007	5/16/2007	5/23/2007	21	PASSPORT PUBLICATIONS	Mrkt Promo Items -04/29/2007	2,780.00
5/2/2007	5/8/2007	5/16/2007	5/23/2007	21	WXEL TV/FM	Mrkt -03/26/2007 -06/24/2007	3,846.15
4/23/2007	4/24/2007	5/16/2007	5/23/2007	30	ONE ON ONE PROMOTIONS	Mrkt Promo Items -04/09/2007	3,495.00
4/8/2007	4/25/2007	5/16/2007	5/23/2007	45	TYLER WORKS/EDEN DIVISION	Eden End user Training -03/05-09/2007	6,644.76
5/15/2007	5/21/2007	5/22/2007	5/30/2007	15	WACKENHUT CORPORATION	Wackenhut W/E -04/30/2007 -05/06/2007	155,299.67
5/10/2007	5/18/2007	5/22/2007	5/30/2007	20	LIMOUSINES OF SOUTH FLORIDA	Brwd Feeder Svcs -05/04/2007	26,490.00
5/10/2007	5/18/2007	5/22/2007	5/30/2007	20	MERIDIAN MANAGEMENT CORP	Station Maint -04/30/2007	97,550.93
5/8/2007	5/18/2007	5/22/2007	5/30/2007	22	ATTN: LARRY PENSO SFEC	SFEC Feeder Svc -04/01-30/2007	7,846.23
5/6/2007	3/30/2007	5/30/2007	5/30/2007	24	SUNTRUST BANKCARD N A	Purch Cards -04/07	9,502.80
5/4/2007	5/11/2007	5/22/2007	5/30/2007	26	BITNER GOODMAN	Mrkt /PR Svcs -04/20/2007	4,919.98
5/4/2007	5/18/2007	5/22/2007	5/30/2007	26	PALMTRAN	PB Feeder Svcs -04/01-30/2007	56,207.26
5/3/2007	5/14/2007	5/22/2007	5/30/2007	27	EAGLES BENEFITS BY DESIGN	Eagles Benefits by Design	29,052.00
5/3/2007	5/14/2007	5/22/2007	5/30/2007	27	FLORIDA POWER & LIGHT	Station Utilities -05/07	11,183.61

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007
INFORMATION ITEM: PAYMENTS OVER \$2,500
MAY 1 THRU MAY 31, 2007

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
OPERATING EXPENSES							
4/15/2007	5/21/2007	5/23/2007	5/30/2007	45	DEPARTMENT OF MANAGEMENT	GG Station Exp -02/01/2007	6,750.00
5/30/2007	5/30/2007	5/31/2007	6/6/2007	7	FLORIDA POWER & LIGHT	Station Utilities -05/07	4,494.76
5/29/2007	5/31/2007	5/31/2007	6/6/2007	8	MANSFIELD OIL COMPANY	Fuel Exp -05/01-15/2007	2,634.88
5/24/2007	5/24/2007	5/31/2007	6/6/2007	13	PROLOGIS TRUST	Admin Off Rent -06/07	50,497.91
5/15/2007	5/18/2007	5/31/2007	6/6/2007	22	MIDATLANTIC DATA SYSTEMS	Mrkt Schedules -05/09/2007	12,950.00
				43	TOTAL OPERATING EXPENDITURES		<u>2,074,442.10</u>

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007
INFORMATION ITEM: PAYMENTS OVER \$2,500
MAY 1 THRU MAY 31, 2007

RCVD DATE	APPRVD DATE	CHECK DATE	MAILED CHECK	DAYS PROCESS	VENDOR	DESCRIPTION	AMOUNT
CAPITAL EXPENDITURES							
4/13/2007	4/25/2007	5/2/2007	5/4/2007	21	PB AMERICAS, INC.	Seg 5 Improv Study -01/20-03/16/07	28,809.46
4/4/2007	4/25/2007	5/2/2007	5/4/2007	30	KIMLEY HORN AND ASSOCIATES	NRB Trackwork -03/31/2007	5,679.65
4/18/2007	4/19/2007	5/16/2007	5/16/2007	28	DMJM HARRIS	DMJM Harris	101,962.71
4/25/2007	4/25/2007	5/2/2007	5/19/2007	24	WASHINGTON GROUP INTL	NRB -01/31/2007	101,850.11
5/3/2007	5/11/2007	5/16/2007	5/23/2007	20	CARTER AND BURGESS INC	SRTP Consult Svcs -02/24/2007 -03/30/2007	69,787.47
5/1/2007	5/10/2007	5/16/2007	5/23/2007	22	HERZOG TRANSIT SERVICE	Yard Improvement 12/06/2006 -03/31/2007	97,172.66
4/30/2007	5/11/2007	5/16/2007	5/23/2007	23	PB AMERICAS, INC.	Leg Agenda Consult Svcs -10/06/2006 -03/16/2007	3,599.77
4/25/2007	5/11/2007	5/16/2007	5/23/2007	28	GANNETT FLEMING INC	Consult SvcsTDP -03/30/2007	142,444.76
5/4/2007	5/15/2007	5/22/2007	5/30/2007	26	HDR ENGINEERING INC	Holland PK Mit Svcs -12/31/2006 -03/31/2007	8,094.51
5/1/2007	5/14/2007	5/22/2007	5/30/2007	29	ALL STAR ENGRAVING & SIGNAGE	Ext Signage -12/20/2006	3,174.00
4/27/2007	5/17/2007	5/22/2007	5/30/2007	33	KIMLEY HORN AND ASSOCIATES	NRB Trackwork -03/31/2007	4,176.99
4/18/2007	4/23/2007	5/17/2007	5/30/2007	42	COLORADO RAILCAR	DMU Mobil Svcs -8/15/2006 -10/31/2006	54,880.00
4/18/2007	4/23/2007	5/22/2007	5/30/2007	42	HERZOG CONTRACTING CORPORATION	NRB Trackwork -03/31/2007	536,481.49
4/15/2007	4/23/2007	5/22/2007	5/30/2007	45	MERIDIAN MANAGEMENT CORP	Station Maint -03/01-31/07	97,550.93
5/24/2007	5/24/2007	5/31/2007	6/6/2007	13	COPANS ROAD ASSOCIATES	DMJM Off Rent -05/01-31/2007	8,634.14
5/22/2007	5/23/2007	5/31/2007	6/6/2007	15	PB AMERICAS, INC.	Welding Inspect Consult Svcs-08/10/2006 -02/16/2007	25,874.67
5/4/2007	5/15/2007	5/31/2007	6/6/2007	33	HDR ENGINEERING INC	PB Pre-Eng Svcs -05/01/2007	25,020.74
4/22/2007	5/23/2007	5/31/2007	6/6/2007	45	CORRADINO GROUP	Transit Svc Consult Svcs -03/01-31/2007	7,249.50
				18	TOTAL CAPITAL EXPENDITURES		1,322,443.56
				61	TOTAL OPERATING EXPENSES AND CAPITAL EXPENDITURES		3,396,885.66
					Item Total		

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: JUNE 22, 2007
INFORMATION ITEM:
SUMMARY OF PAYMENTS OVER \$2,500
MAY 1, 2007 TO MAY 31, 2007

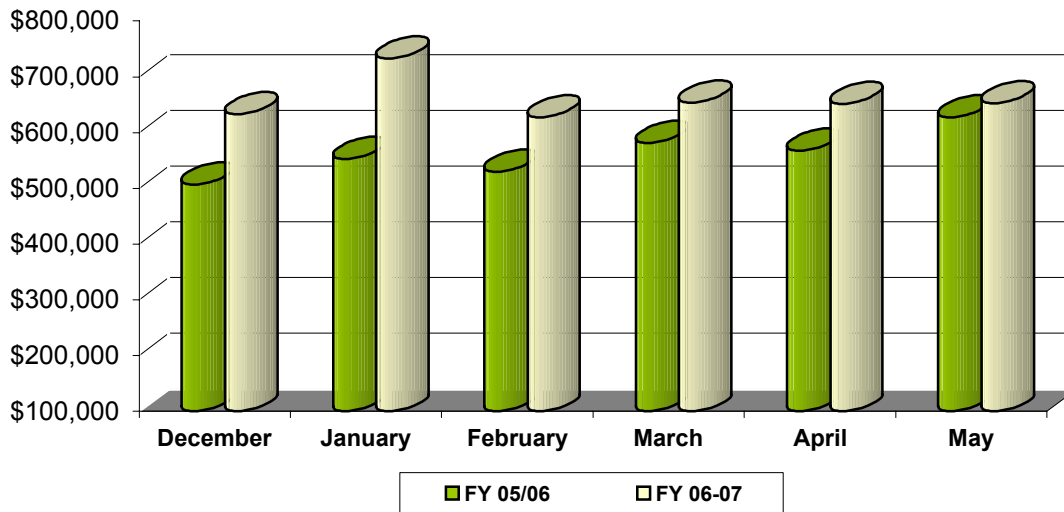
INVOICE CYCLE	NO. CHECKS	PERCENT OF TOTAL	ACCUM %
0-10 days	11	18.0%	18.0%
11-20 days	18	29.5%	47.5%
21-25 days	12	19.7%	67.2%
26-30 days	10	16.4%	83.6%
31-35 days	3	4.9%	88.5%
36-40 days	1	1.6%	90.2%
41-45 days	6	9.8%	100.0%
Over 45 days	0	0.0%	100.0%
TOTAL CHECKS	61	100.0%	

**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- MAY 2007**

REVENUE - MAY 2007

DESCRIPTION	May-06	May-07	VARIANCE	%
Weekday Sales	530,264	541,299	11,035	2.1%
Weekend Sales	85,297	91,144	5,847	6.9%
Other Income	11,950	20,123	8,173	68.4%
Total Revenue	627,511	652,566	25,055	4.0%

**Revenue Monthly Trends
FY 05/06 and FY 06/07**

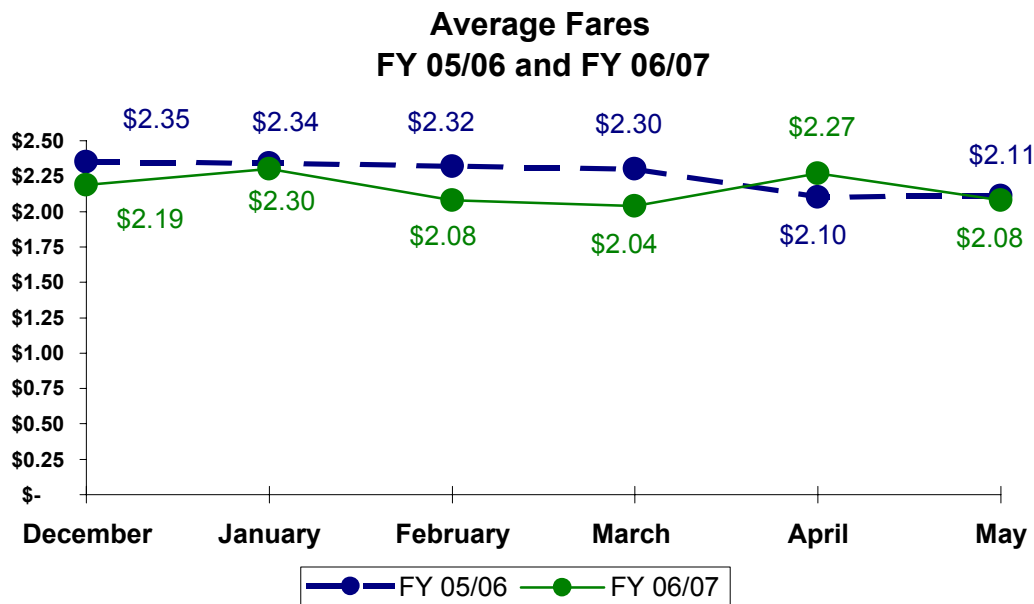


**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
REVENUE REPORT- MAY 2007**

SALES BY TICKET TYPE	MAY 2006		MAY 2007		PERCENT CHANGE ⁽¹⁾
Palm Beach Schools	40,080		40,080		0%
Employer Disc. Program	97,658		91,067		-7%
Group Tour Sales	596		120		-80%
Station Sales:					
One-Way	183,644		210,294		14.5%
Roundtrip	121,728		126,502		3.9%
12 Trips	34,430		30,876		-10.3%
Monthly	43,240		39,240		-9.3%
One-Way Discount	39,857		42,724		7.2%
Roundtrip Discount	30,948		29,232		-5.5%
Monthly Discount	23,380		22,308		-4.6%
Total Station Sales	477,227		501,175		5.0%
Total Sales	615,561		632,443		2.7%

(1) Percent increase or decrease from previous year

AVERAGE FARE 2.11 2.08



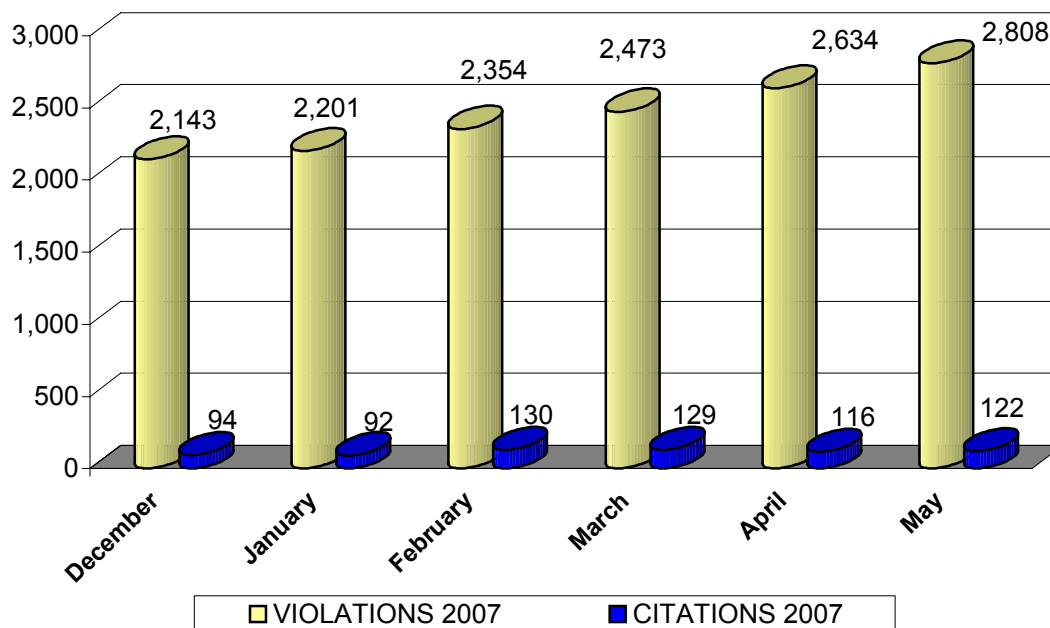
**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
FARE EVASION REPORT
DECEMBER 2006 TO MAY 2007**

MONTH	TOTAL INSPECTED	TOTAL VIOLATIONS	# OF CITATIONS	# OF WARNINGS	% RIDERS INSPECTED
DECEMBER 2006	220,247	2,143	94	2,045	81%
JANUARY 2007	250,522	2,201	92	2,103	85%
FEBRUARY 2007	247,655	2,354	130	2,220	86%
MARCH 2007	316,244	2,473	129	2,335	103%
APRIL 2007	316,493	2,634	116	2,509	115%
MAY 2007	347,080	2,808	122	2,682	116%
AVERAGE	283,040	2,436	114	2,316	98%

FARE EVASION % **0.81%**

FINES \$ **8,889**

**Fare Violations
2007**





Solicitation Status Report May 2007

AGENDA ITEM: H

Solicitation Number	Solicitation Type	Description of Services	Advertise Date	Document Available	Pre-Submittal Conference	Due Date Bids/Proposals	Award Contract
05-722	RFP	Universal Automated Fare Collection System (UAFCS) Contract Admin.: B. Guida Proj. Mgr.: R. Matthews	31-Mar-06	25-Apr-06	25-Apr-06	TBD	TBD
07-723	RFP	Auditing Services Contract Admin.: B. Kohlberg Proj. Mgr.: L. Thezine	06-May-07	07-May-07	16-May-07	30-May-07	22-Jun-07
06-114	RFP	Train Control System for Dispatching on the SFRC Contract Admin.: R. Becker Proj. Mgr.: E. Barkman	09-Mar-07	15-Mar-07	27-Mar-07	28-Jun-07	24-Aug-07
07-516	RFP	General Counsel Legal Services Contract Admin.: R. Becker Proj. Mgr.: J. Olsen	13-Apr-07	16-Apr-07	25-Apr-07	18-May-07	22-Jun-07



**Contract Actions Executed
Under The Executive Director's Authority
For The Month of April 2007**

AGENDA ITEM NO: I

Date Signed	Contract /Purchase Order No.	Contract Action	Amount \$	Term
23-May-07 Contractor Project Justification	P.O. No. 07-000399 Miami Herald New Train Schedule New Marketing Campaign Train Schedule to promote increase from 40 to 50 trains per day.	Purchase Order	19,375.00	N/A
23-May-07 Contractor Project Justification	P.O. No. 07-000400 Palm Beach Post Newspaper New Train Schedule New Marketing Campaign Train Schedule to promote increase from 40 to 50 trains per day.	Purchase Order	11,350.50	N/A
23-May-07 Contractor Project Justification	P.O. No. 07-000401 Sun Sentinel New Train Schedule New Marketing Campaign Train Schedule to promote increase from 40 to 50 trains per day.	Purchase Order	24,480.00	N/A

**Contract Actions Executed
Under The
Construction Oversight Committee's Authority
For The Month of April 2007**

AGENDA ITEM NO: J

Date Signed	Contract No.	Contract Action	Amount \$	Term
01-May-07 Contractor Project	01-839 Washington Group International (WGI) New River Bridge Project	Change Order No. 45.00	145,439.00	N/A
Justification	Change Order No. 45 to Agreement No. 01-839 between SFRTA/Tri-Rail and Washington Group International for an additive lump sum amount of \$145,439.00 and add five (5) days to the Contract completion time to compensate WGI for five (5) days of delay as a re			
01-May-07 Contractor Project	01-839 Washington Group International (WGI) New River Bridge Project	Change Order No. 19.01	(105,936.00)	N/A
Justification	This Lump Sum Change Order amends Change Order No. 19, deleting \$105,936.00 and 5 days from the Not-To-Exceed amount of \$381,300.00 and 14 days, based on the actual costs and time to complete the Shaft Inspection Device (SID) Inspections of the drilled sh			

PROPERTY COMMITTEE

PROJECT SCHEDULE

PROJECT/PROPERTY ISSUES	DATE OF DELEGATION BY BOD	ACTION TO BE TAKEN	DELEGATION TIME-FRAME	BOD MEETING UPDATE
Boca Raton Station Phase II Joint Development	February 23, 07	Return to PC – Report to BOD in 90 days	May 24, 07	May 25, 007
Boca Raton Station Phase II Joint Development – Opus South Corporation Proposal	May 25, 07	Report to BOD in 180 days (6 months)	November 21, 07	November 23, 07
Cypress Creek Station Parking Proposal	April 27, 07	Report to PC – Report to BOD in 90 days	July 26, 07	July 27, 07
Deerfield Beach Station Joint Access Proposal by York Residential	February 23, 07	NO ACTION		
Delray Beach Redevelopment Plans	February 23, 07	NO ACTION		
Proposed Hallandale Beach Station	February 23, 07	Return to BOD with letter of support	March 23, 07	
Proposed Mangonia Park Lease and Easement Agreement	March 19, 07 Delegated by the Chair	Return to PC – Report to BOD in 60 days Ratified at BOD 3/23/07 meeting	May 18, 07	May 25, 07
Proposed Pompano Park Station	February 23, 07	Requested Proposal from Developer		
Sheridan Street Stationside Village	March 23, 07	NO ACTION		
Station Area Land Use, Zoning & Government-Owned Properties	March 23, 07	Deferred to PC		
Tri-Rail Station Parking and Circulation Study	March 23, 07	Deferred to PC		
West Palm Beach Bus Transfer Facility	March 23, 07	NO ACTION		
West Palm Beach Transit-Oriented Development	March 23, 07	NO ACTION		

Last Update: June 6, 2007